

Central Sydney Planning Strategy

2016–2036



The Central Sydney Strategy can be accessed on the City of Sydney website at **www.cityofsydney.nsw.gov.au**

The Central Sydney Strategy and all information, text and graphics are copyright of City of Sydney. The content is protected by Australian and International Copyright and trademark laws.

Cover image by Mark Merton – Sydney Aerial Images.



Contents

Overview		2 Context	
An evolution of planning strategy	5	2.1 Central Sydney planning: a history	68
Place-led and people-focused	5	2.2 Policy and governance	78
Planning for growth	6	Guiding documents	79
A refocus	6	Planning for the growth of a global Sydney	79
About this strategy	7	Coordination and collaboration	81
The economic, social and cultural heart of the nation	7	Roles and responsibilities	81
An evolution in planning strategy	9	2.3 People	84
Our vision and aims	9	Workers	85
Planning for growth with 10 key moves	11	Residents	87
Why we need to plan for jobs growth	33	Visitors	89
A growing economy	33	2.4 Place	92
Step change in transport capacity	33	Physical setting	93
Planning for our future	35	Climate	95
How we will plan for jobs growth	37	Wind	97
Changing demands and a changing population	37	Green spaces and parks	99
Place-led and people-focused	39	Ecology	101
Closing the capacity gap	41	2.5 Structure and form	104
A multi-centre city	43	Architecture	105
Implementing the Strategy	45	Orientation	107
		Streets	109
		Heritage	111
		Intimate scale	113
		Open spaces	115
		Views	117
		2.6 Infrastructure	120
		Transportation	121
		Community, cultural and social facilities	141
		Affordable rental housing	143
		Energy, waste and water	145
		2.7 Land use	148
1 Introduction		Office floor space	149
1.1 Purpose, scope and vision	50	Residential floor space	155
Purpose	51	Retail	159
Scope	51	Visitor accommodation	161
Vision and Aims	53	Development use trends	163
Strategy development controls and actions	63		

3 Planning for Growth

3.1 Why we need to plan for jobs growth 170

Why we need to plan for jobs growth	171
The rise of residential use	173
Ability to grow out and up	177

3.2 What we need to do to plan for growth 182

What we need to do to plan for growth	183
Planning for a Growing Sydney	183
Projecting growth in Central Sydney	183
A new planning approach for Central Sydney	189

3.3 How we will plan for jobs growth 192

How we will plan for jobs growth	193
Making change happen	193
Key moves	195
Place-led and people-focused	215
Closing the capacity gap	217
A multi-centre city	219

4 Implementation

4.1 Summary 228

10 key moves	229
Structure Plan	231
Supporting project ideas	233

4.2 Objectives and actions 236

01 Land use	237
02 Density	239
03 Height	243
04 Sun protection controls	245
05 Public views	253
06 Design excellence	256
07 General built form controls	257
08 Street frontage height and street setbacks	259
09 Side and rear setbacks, separation and outlook	259
10 Built form massing – tapering and maximum dimensions	261
11 Heritage	261
12 Special Character Areas	263
13 Heritage floor space	265
14 Delivery of infrastructure and affordable housing	266
15 Pedestrians	267

16 Cycling	267
17 Public transportation	268
18 Private motor vehicles	268
19 Loading and servicing	269
20 Car parking	269
21 Streets, lanes and footpaths	270
22 Open space and public domain	271
23 Ground-level frontages	273
24 Awnings and colonnades	275
25 Public art	275
26 Energy and water efficiency	276
27 Wind	277
28 Apartment amenity in Central Sydney	278
29 Planning governance	278

5 Resources

Resources	281
Core project team	283
Strategic Planning and Urban Design	
Unit management	283
Expert input	283

Appendices

Appendix A – Central Sydney Capacity Study 2012	
Appendix B – Built Form Capacity Study	
Appendix C – Height of Buildings Study	
Appendix D – Street Frontage Height and Setbacks	
Appendix E – Special Character Areas	
Appendix F – Sun Protected Public Spaces	
Appendix G – Street Sections	
Appendix H – Open Space	
Appendix I – Wind Study	
Appendix J – Tall Buildings Study	
Appendix K – Transport and Land Use Capacity	
Appendix L – Views Study	
Appendix M – Solar Access: Detailed Provisions	

Foreword



Clover Moore **Lord Mayor, Sydney**

If you ask what makes Sydney an amazing city to work and live in, visit and enjoy, 'planning' may not be the first thing that comes to mind. But planning and development that is sensible and strategic is the basis for what makes our city world-renowned for beauty and liveability.

Central Sydney plays a key role in metropolitan Sydney, New South Wales, and the nation. In a world that is quickly changing, the Central Sydney Planning Strategy will help ensure Sydney's continued dynamism for business and economic growth, while accompanied by social infrastructure, arts and recreation, and environmental stewardship.

With a unique setting, form, history and infrastructure, we welcome the challenge of building on our achievements and attributes while at the same time balancing economic, social and environmental needs. Space for future workers is crucial for our economy. Transport will be a major issue. Maintaining our memorable parks and green spaces is paramount. We will encourage beautiful buildings, and taking care of our residents.

The Strategy will help us plan for growth and change, facilitate a lively and engaging city centre and create a sustainable and resilient city, one that is globally competitive and serves its residents, workers and visitors well.

We will plan for jobs growth with an approach that is people-focused and place-led, and work together with business owners, landowners, residents and the New South Wales and federal governments, hand in hand, in the interests of our city.



Graham Jahn AM LFRAIA Hon. FPIA Hon. AIA
Director City Planning, Development and Transport

Australia has one of the highest population growth rates of any OECD country in the context of falling global growth rates. In this there lies an intrinsic demand for higher value employment as well as a drive to carve out productive capability in an increasingly global market place.

Central Sydney and surrounds has become a magnet for attracting higher value businesses across their full lifecycle – in their fledgling embryonic phase, through their growth phase to their mature phase across sectors such as professional and financial services, education and tourism and hospitality. Sydney also has the prospect of becoming a significant centre for many digital-based industries, which dissolves the tyranny of distance. A consequence of this mixed-use environment is the need to ensure future workplace and business capacity at different price points in locations where the benefits of agglomeration are their most effective.

The Central Sydney Planning Strategy identifies and translates into spatial controls the setting for the heart of modern Sydney to grow in stature and importance. It builds on the success of a truly mixed use centre and the transformational investment that different sectors can bring to the city within the right framework and settings.

The Strategy builds on what has worked, strengthens what we value and identifies what can change while managing negative side effects. The Strategy retains those unique spatial controls that have influenced the vitality and amenity and will underpin the success of Sydney going forward. The Strategy adjusts where they apply, makes the case for enlarging the boundaries of Central Sydney and provides innovation in how a mixed-use centre can accommodate essential productive capacity for Sydney's ongoing success.

The Central Sydney Planning Strategy is the result of a detailed review of the planning controls that apply to Australia's most productive and strategically important employment centre.

The Strategy uses existing successful planning controls to ensure that Central Sydney can continue to grow in the service of its workers, residents and visitors. It ensures that Central Sydney is well positioned to contribute to metropolitan Sydney being a globally competitive and innovative city that is recognised internationally for its social and cultural life, liveability and natural environment. The Strategy presents key moves and planning control amendments with the aim of providing certainty, consistency and continuity for planning.

The Strategy is divided into five main sections that provide an overview of the Strategy; introduce the Strategy in more detail; provide context for the Strategy; describe the why, what and how of growth; and articulate the detailed provisions and actions of the Strategy.

An evolution of planning strategy

Planning strategies for Central Sydney have determined the shape and form of the city, and have evolved to become more complex and comprehensive. The Strategy builds on planning precedents to address the current climate and challenges. It is closely aligned with the City of Sydney's Sustainable Sydney 2030 program and the NSW Government's A Plan for Growing Sydney. Its governance will require a whole-of-government approach with meaningful collaboration and relationships between the State and metropolitan-level bodies including the newly formed Greater Sydney Commission.

Place-led and people-focused

Central Sydney is a unique place: an outdoors city with a stunningly beautiful setting and a temperate climate. Its geography has implications for how the city can grow, how people move around, how people enjoy public spaces and conduct their daily lives. It is rich with beautiful heritage buildings, special places and attractive parks. Its orientation, architecture and the shape of its street grid and precincts all add up to create an experience that sets it apart from other global cities.

These factors of place, structure and form are the considerations that create the first principles for the environmental controls that will be used for Central Sydney's future: preserving and maintaining what is positive and unique, while reshaping attributes to meet the needs of tomorrow. Infrastructure, and in particular transportation, will play a key role. The growth of heavy and metro rail will be needed to accommodate Sydney's worker population and residents. Management of vehicle use is required, as well as the promotion of cycling and walking, and creating transport links between Central Sydney's open spaces. Other infrastructure issues are the need for social and cultural infrastructure, affordable rental housing and reducing energy consumption.

Planning for growth

Planning strategies have very successfully expanded residential floor space since the early 1990s. With residential growth has come a growth in supporting services and an injection in vitality that continues to benefit visitors, tourists and businesses.

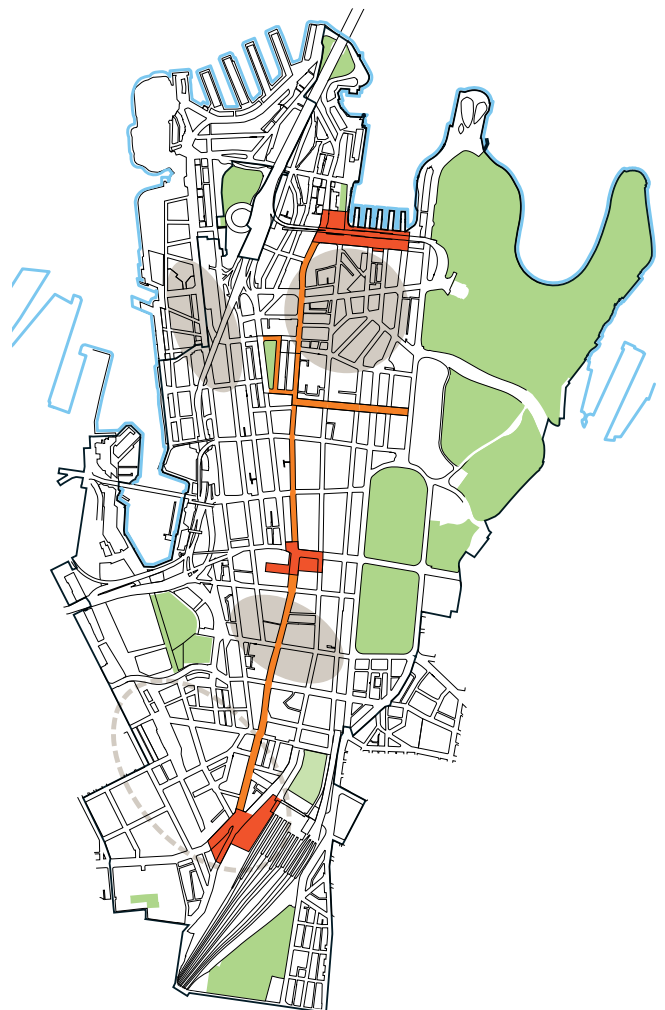
Central Sydney now needs to relocate these incentives and protect and grow employment floor space to maintain its economic vitality and resilience, and to respond to the changing needs of markets.

Central Sydney has a limited capacity to grow and adapt because of its natural containment, heritage and the growth of residential development. Planning for growth therefore requires clear policies and careful management where the opportunity to grow employment floor space is protected from high residential demand and the effects of strata subdivision of prime land.

While recognising environmental controls, the Strategy has potential to unlock up to 2.9 million square metres of new floor space, and protect it for future income. Essential public infrastructure will be needed to accommodate increased workers and residents. Metropolitan Sydney's other employment centres, particularly planned centres like Central to Eveleigh and the Bays, will need to provide for medium to long-term employment growth.

A refocus

The Central Sydney Planning Strategy recognises Central Sydney's role in metropolitan Sydney, New South Wales and Australia, and the need to maintain and grow its status as a global city with a dynamic economy and high quality of life. It celebrates and promotes Central Sydney's many famous, loved and valued attributes. The Strategy builds on past strategies to adapt to current needs and has a clear plan for action and implementation. It refocuses the current development environment that favours residential use of land towards accommodating employment needs while keeping a balance with social infrastructure and amenity.



About this strategy

The Central Sydney Planning Strategy is a 20-year growth strategy that revises previous planning controls and delivers on the City of Sydney's Sustainable Sydney 2030 program for a green, global and connected city.

Planning for development in Central Sydney means planning for Sydney's ongoing competitiveness, appeal and resilience. As the economic heart of Australia's most global city, the area plays a critical role in the continued growth and economic success of wider Sydney and the national economy.

Through 10 key moves, the strategy balances opportunities for development to meet the demands of growing numbers of workers, residents and visitors and their changing needs. It includes provisions for affordable housing, community facilities, open space and the essential services that will help these populations thrive.

It includes opportunities for additional height and density in the right locations, balanced with environmental sustainability initiatives, and sets criteria for excellence in urban design.

The strategy presents these opportunities in stages – short-term, medium-term and ongoing – and aligns these with planned developments in infrastructure and technology for an economically, environmentally and socially successful city.

The economic, social and cultural heart of the nation

Central Sydney plays a significant role in the life of the nation. It helps generate over \$108 billion of economic activity annually – nearly 8 per cent of the total national economy. It has the highest concentration of top 500 companies and mainstream artistic and cultural institutions in Australia, and is its largest retail centre.

Much more than a business district, Central Sydney is home to 25,000 residents and 12,000 businesses. It accommodates close to 300,000 workers and a large proportion of the City's 610,000 domestic and international visitors every day.

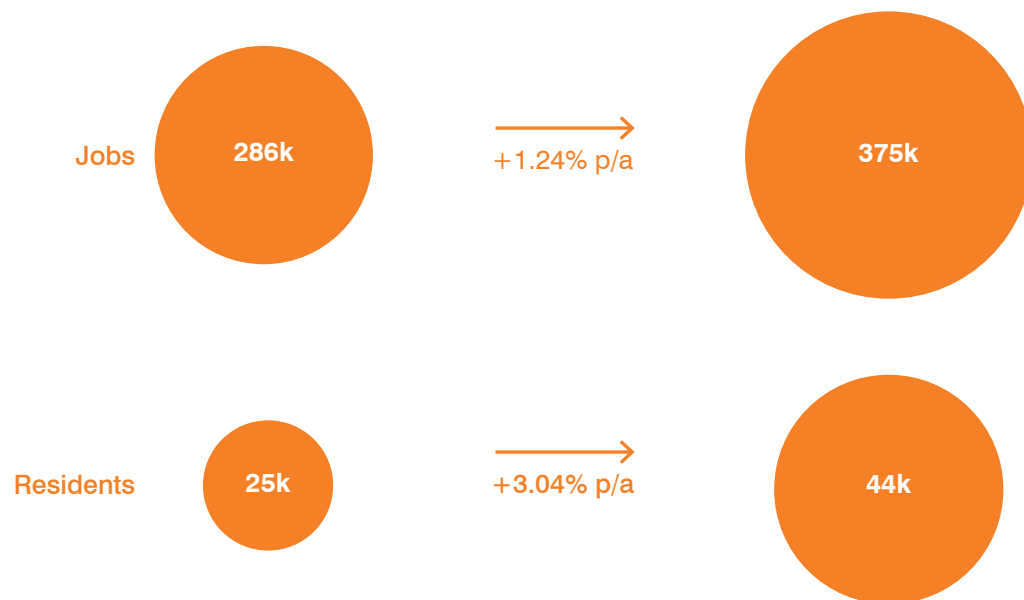
Millennia of Aboriginal history, more recent colonial settlement and decades of urban renewal and reinvention have shaped Central Sydney. The character of its streets and spaces and its connections, look and feel are shaped by the desires, needs and movements of those who live, work and visit the area.

The Strategy will build on these attributes that make Central Sydney unique and attractive using a place-led and people-focused approach to draw people, talent, investment and innovation, while providing the opportunity for the city to grow to accommodate demand for jobs and housing.

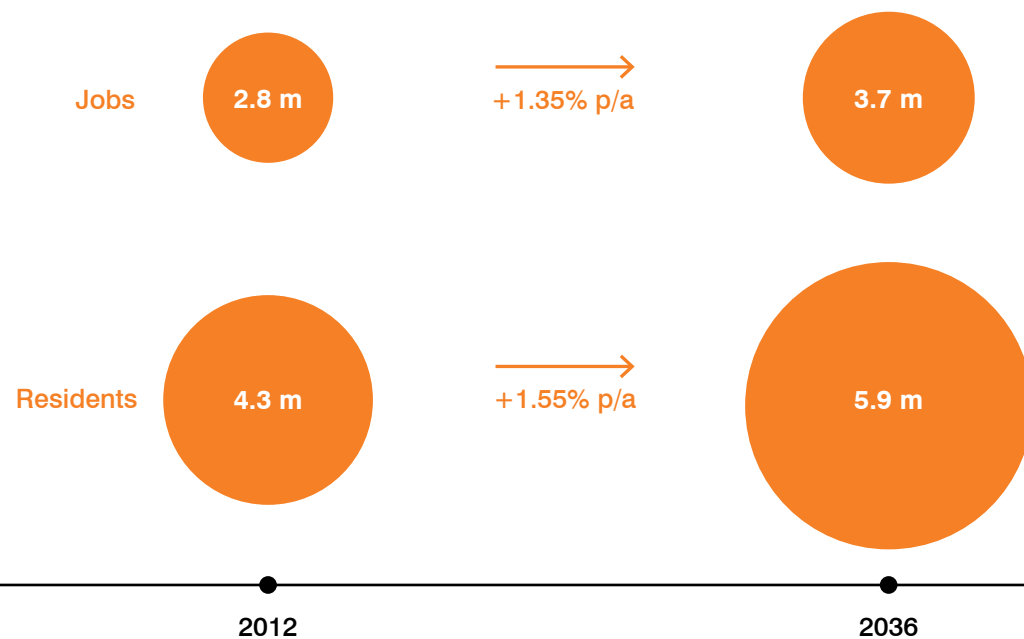
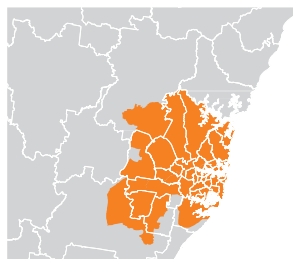
0_1

Worker and resident population growth – a comparison
Central Sydney and Metropolitan Sydney

Central Sydney



Metro Sydney



2012

2036

An evolution in planning strategy

Today's Central Sydney – its density, shape, skyline and structure – was imagined in 1971 under the City of Sydney's first comprehensive planning strategy. Since then, growth has been further influenced by new local, metropolitan and state planning strategies.

This strategy updates successful urban planning strategies and introduces new approaches to manage today's environmental, social and economic challenges – the challenges of being a 'global city'.

Competition for space fuelled by projected commercial demand, an awakening of the benefits of inner-city living, and escalating population growth: all of this means major cities of the world need to be more deliberate in planning how and where they should grow.

It is even more critical to tailor and manage growth in Central Sydney, a small and compact urban centre surrounded by the harbour and parklands.

Our vision and aims

Central Sydney is part of a green, global and connected city – a centre that is beautiful and vibrant, which supports a strong and growing economy, a sustainable environment and diverse communities. But we must continue to create and maintain Sydney's prominent profile as a great place to live, work, study and visit.

This strategy recognises the role of Central Sydney in the economic, cultural and social identity of the nation.

The strategy:

- Promotes sustainable buildings with great design and architecture
- Creates opportunities for beautiful parks and places
- Enables the protection and adaption of our heritage
- Ensures a resilient and diverse economy
- Promotes efficient and effective transportation
- Makes efficient use of land
- Supports great streets
- Delivers a city for people
- Ensures strong community and service infrastructure accompanies growth.

Economic

Grow CBD office space
Expand the CBDs footprint
Support priority industries

Plan for growth and change
Plan for long-term development opportunities
Strengthen globally competitive clusters

Social

Provide social infrastructure to support growing communities
Grow the CBD as a cultural destination
Deliver opportunities for affordable housing

A lively, engaging city centre
A cultural and creative city
Housing for a diverse population including affordable housing

Environmental

Plan for a sustainable and resilient city
Improve access, safety, amenity and capacity for walking and cycling
Build Sydney's resilience to natural hazards

A leading environmental performer
A city for pedestrians and cyclists
Sustainable development renewal and design

A Plan for Growing
Sydney

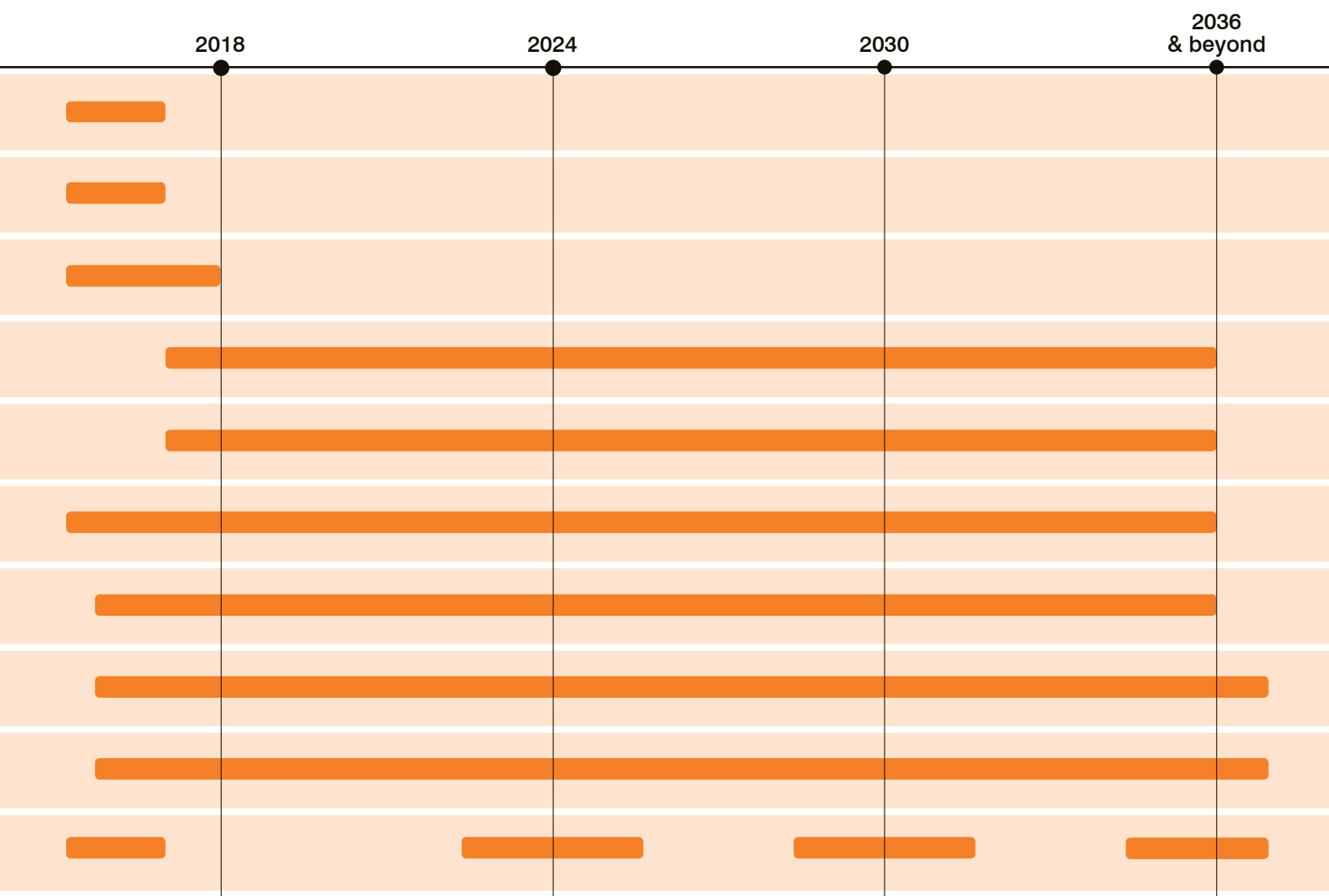
Sustainable Sydney
2030

Planning for growth with 10 key moves

The Strategy will facilitate projected growth in Central Sydney to 2036 and beyond with 10 key moves. These moves will be implemented in three stages: immediate and short-term (in 1 to 2 years), medium-term (2017 to 2036), and ongoing. Each stage will include review and monitoring processes.

10 key moves

1	Prioritise employment growth and increase capacity
2	Ensure development responds to context
3	Consolidate and simplify planning controls
4	Provide for employment growth in new tower clusters
5	Ensure infrastructure keeps pace with growth
6	Move towards a more sustainable city
7	Protect, enhance and expand Central Sydney's heritage, public places and spaces
8	Move people more easily
9	Reaffirm commitment to design excellence
10	Monitor outcomes and respond



Timeline for delivery

1

Prioritise employment growth and increase employment capacity by implementing genuine mixed-use controls and lifting height limits along the Western Edge

New development controls will limit residential and serviced apartment floor space in large developments to a maximum of 50 per cent. This will provide for a genuine mixed-use outcome, stem the loss of employment floor space and ensure that as the city grows, new employment floor space is provided to accommodate projected jobs growth.

Providing an immediate increase in height controls on the Western Edge will capitalise on the changing form and character of the area and the additional rail infrastructure commitment by the NSW Government.

Within the podiums of towers, the city will see more retail, affordable offices, and cultural and creative uses that provide services at street level, allowing for an exchange between the life of the street and life in buildings – and contributing to the public life of the city. In the towers above, residential use will still occur with a buffer between these private habitats and the hustle and bustle of street life below. Controls for tower separation and height will drive the creation of slimmer towers that have better access to outlook, sunlight and air.

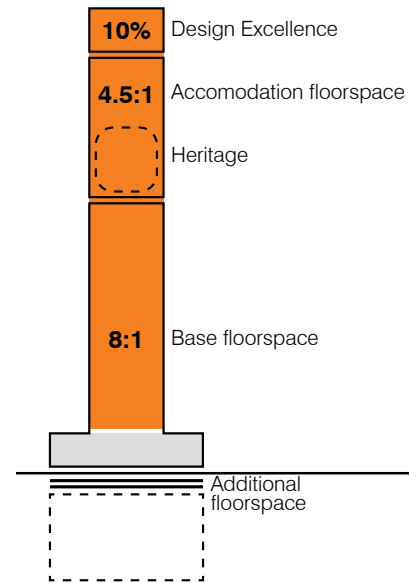
This short-term move will ensure the development of a genuine mixed-use centre and provide a solid foundation for the growth of employment floor space.

Actions

- Introduce a maximum 50 per cent residential and serviced apartment land use mix requirement for developments above 55 metres in height
- Increase heights along the Western Edge from 80 metres to 110 metres

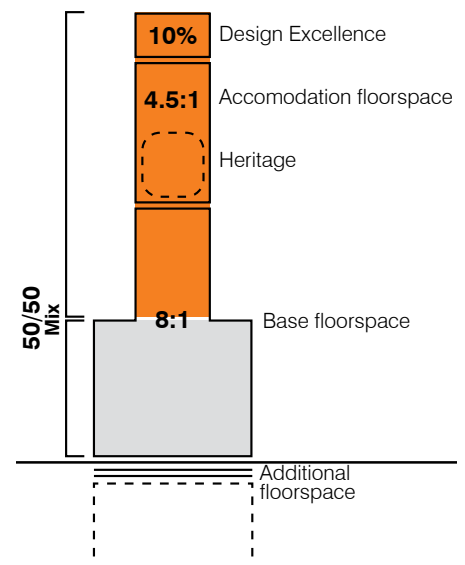
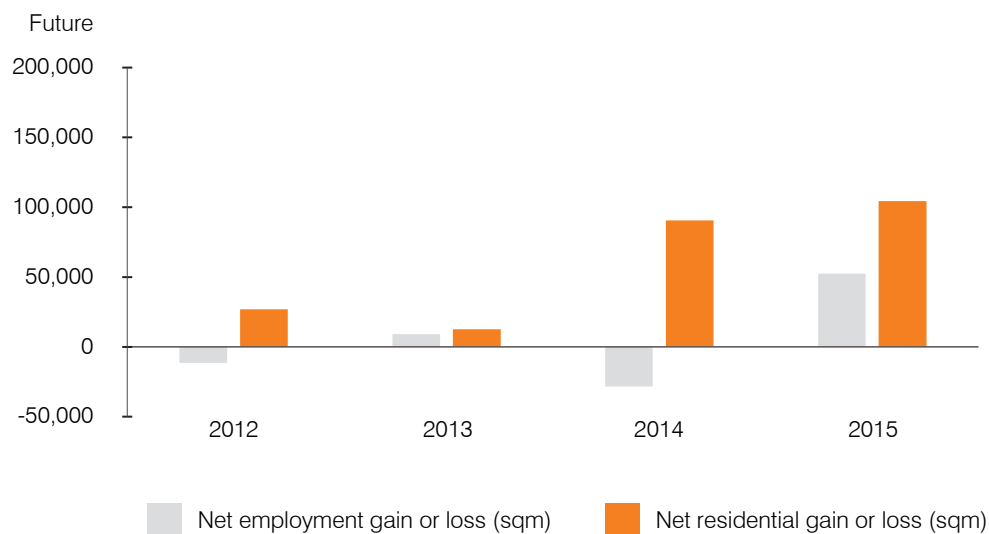
0_3

Approved floor space, City of Sydney developments
2012–2015



0_4

Floor space growth for the same projects if 50/50 mix applied
2012–2015



2

Ensure development responds to context by providing minimum setbacks for outlook, daylight and wind

Flexible planning controls for tall buildings mean buildings will better respond to their context. Site specific considerations, such as adequate building setbacks and outlook, heritage curtilage, wind impacts, sunlight and air movement will determine where a new tower can appropriately be accommodated.

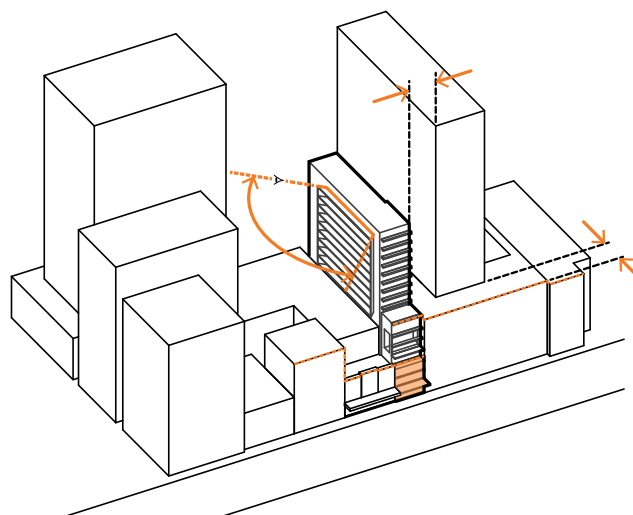
These changes will be implemented in the short term, in anticipation of new tower developments.

Actions

- Ensure tall buildings demonstrate appropriate setbacks and separation
- Increase the minimum size of tower sites to 1,000 square metres
- Strengthen and clarify Special Character Area setback controls

0_5

478 George Street, site analysis





3

Consolidate and simplify planning controls by integrating disconnected precincts back into the city, unifying planning functions and streamlining administrative processes

Expanding the geographic boundaries of Central Sydney to include the Rocks, Darling Harbour, areas around Ultimo, the University of Technology Sydney and Central Railway will maximise growth opportunities.

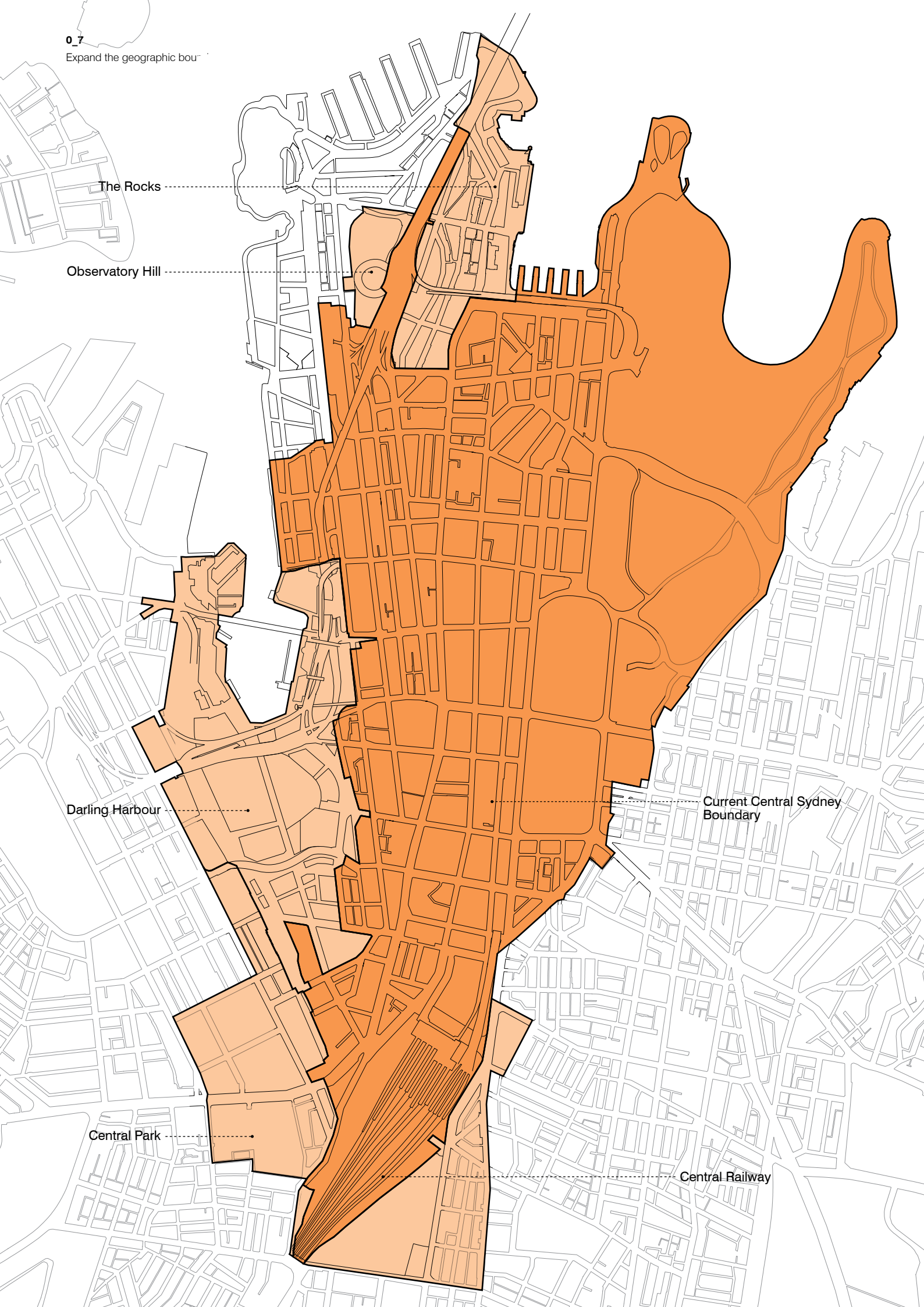
A single consent authority and planning framework for Central Sydney allows for the efficient and streamlined administration of planning functions. It allows the identity of Central Sydney and its precincts to be reflected as a single entity and projects this image globally. It allows Central Sydney to have a single unified strategic plan that responds to the planning and land use philosophies of the City's Sustainable Sydney 2030 program and the NSW Government's A Plan for Growing Sydney.

Consolidation and simplification of the planning controls will occur in the short term. Actions requiring state government partnerships will take place in the medium-term, with expanding boundaries opening up opportunities for a larger heritage floor space scheme, improved design excellence, unified data collection and a consistent approach to public domain and open space.

Actions

- Increase public confidence in local planning decisions by working with the NSW Government to revise state-significant cost thresholds and to transfer land back to the City of Sydney





The Rocks

Observatory Hill

Darling Harbour

Central Park

Current Central Sydney
Boundary

Central Railway

4

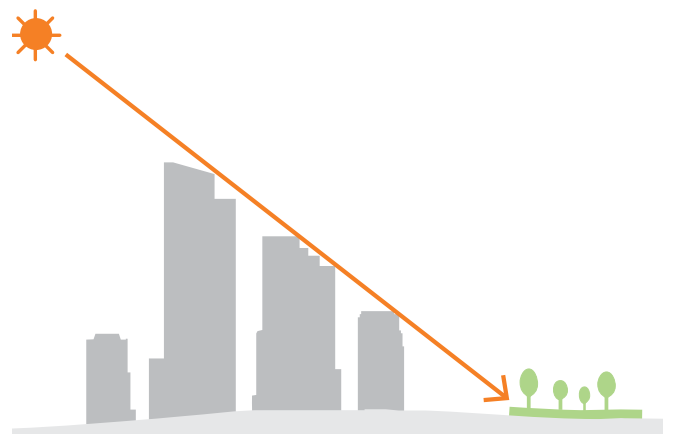
Provide for employment growth in new tower clusters

Introducing a new planning pathway for heights and densities above the established maximums limits will increase growth opportunities for employment floor space, promote the efficient use of land, and encourage innovative design. It will also unlock opportunities for the delivery of cultural, social and essential infrastructure and improved public spaces commensurate with growth.

These opportunities are focused in those areas of Central Sydney less constrained by sun access planes. As opportunities are taken up over the next 20 years, new tower clusters will form in Central Sydney to 2036 and beyond.

Actions

- Permit taller buildings with higher floor space ratios for income-earning uses in the right locations
- Outline first principle environmental controls to shape growth sites
- Create a streamlined planning proposal process through published guidelines





5

Ensure infrastructure keeps pace with growth to sustain a resilient city with a strong community, economy and high standard of living

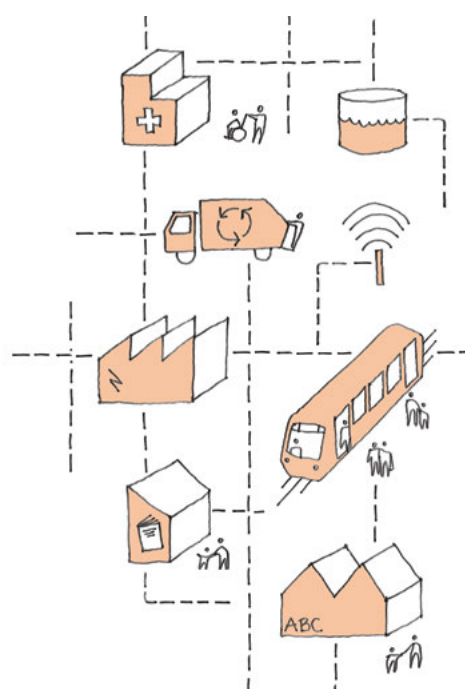
With affordable housing provided for in the short term and additional infrastructure addressed on an ongoing basis, the Strategy will balance growth with essential social and physical infrastructure.

The greatest challenge for any global city is the supply, funding and delivery of infrastructure. Doing this well creates and sustains a resilient city with high standards of living.

The Strategy requires the development of an infrastructure plan that identifies current and planned infrastructure and any opportunities to strengthen and prioritise infrastructure provision across both the City of Sydney Council and the NSW Government. This plan will assist in optimising the community benefits of growth, assigning responsibilities to different levels of government to ensure they are best placed to respond to emerging challenges and demands. It will aid in forging private and public agency partnerships to ensure the delivery of infrastructure is provided in an efficient, integrated and timely way across a variety of infrastructure classes including open space, waste, fibre optics, water and water recycling, education, health, and public transport.

Actions

- Ensure all development contributes to the provision of new affordable housing
- Develop a comprehensive infrastructure plan
- Develop a clear infrastructure contributions policy for growth sites





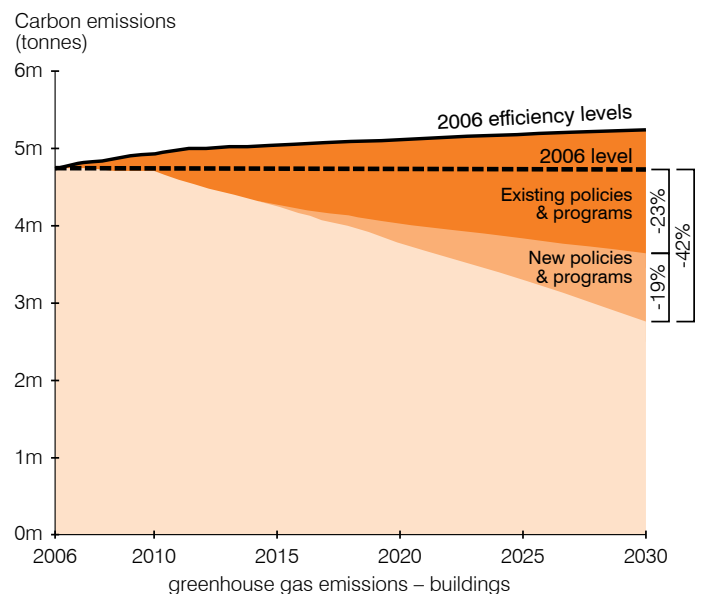
6

Move towards a more sustainable city with planning controls that require best practice energy and water standards and for growth sites to drive zero-net energy outcomes

In support of the City's aim to become Australia's first zero-net energy city, the Strategy includes actions to implement planning controls for minimum energy and water standards for all new developments. It also includes actions to investigate provisions that reward the retention, refurbishment and upgrade of older office buildings to a higher water, energy and waste efficiency performance. This will take place over the short to medium term.

Actions

- Require large residential projects to comply with higher BASIX targets
- Require office development to achieve at least a 5 star NABERS rating
- Require growth sites to drive zero-net energy precinct outcomes
- Investigate provisions that reward the retention, refurbishment and upgrade of older office buildings



Energy efficiency is cost-effective and will make the most significant contribution – almost half – of the City's emissions target.

Existing policies such as building codes and energy standards can save one million tonnes of carbon emissions each year by 2030.

New policies and programs can save almost two million tonnes of carbon emissions each year, which would mean annual emissions are 42 per cent less than 2006 buildings emissions.



Protect, enhance and expand Central Sydney's heritage and public places

Balancing growth with the need to protect and enhance public parks, spaces and views will ensure Sydney remains a beautiful and vibrant city. These public assets are critical to attract visitors, high-value jobs, tourists and residents. It is essential to ensure they receive adequate sunlight, remain safe and are well utilised.

As development occurs, the City will work with landowners to enhance and expand our network of public places and spaces. New roads, pedestrian links, revitalised laneways, events, green spaces, paved meeting places, outdoor dining opportunities and public art will be provided as the city grows.

Actions

- Strengthen sun protection to important public spaces
- Add and strengthen sun protection for Prince Alfred Park, Harmony Park and the future Town Hall Square
- Protect significant public view corridors at Martin Place, Central Railway clock tower and Observatory Hill
- Remove ineffective Chifley Square sun protection





Move people more easily by prioritising streets for walking and cycling and expanding the pedestrian and open space network

Prioritising streets for people to walk and cycle, and encouraging public transport, will reduce congestion and redefine our streets as places to enjoy, linger, interact and do business. These actions will help maintain our economic competitiveness, reduce greenhouse gases, and improve the health of the community. And it will make Central Sydney a pleasant place to work, live and visit.

The Strategy will deliver actions in the NSW Government's Sydney City Centre Access Strategy, linking them, as the city grows, with opportunities introduced by the Strategy. The Strategy picks up where other strategies like the City's Walking Strategy and Action Plan leave off. It directly links land use, the challenges of moving people in a growing urban centre and opportunities created through state, local and private partnerships to resolve complex issues such as freight management, footpath capacity and how to move a growing working population.

Actions

- Confirm and complement NSW Government and City commitments under the Sydney City Centre Access Strategy
- Partner with industry through growth sites to deliver more open space and east-west connections
- Partner with industry through growth sites to deliver precinct solutions to waste, car parking, loading and site servicing





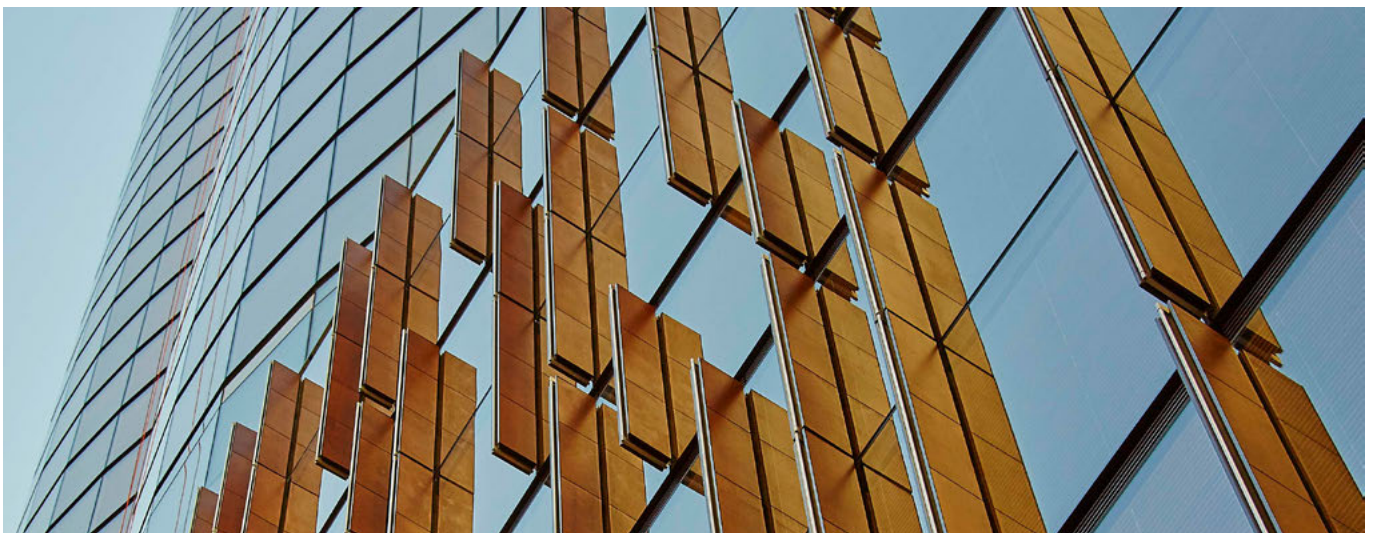
Reaffirm commitment to design excellence by continuing to work in partnership with community and industry to deliver collaborative, iterative and tailored solutions

High quality building design assures Sydney's status as one of the most beautiful cities in the world.

The Strategy promotes and encourages building design of excellent quality at every scale and level of detail, so people find buildings inspiring, satisfying and comfortable. The quality of a building – including its performance, proportions, finishes and placement in the skyline – all combine to make a building remarkable.

Actions

- Continue to provide resources and expertise to support design excellence processes
- Ensure growth sites demonstrate design excellence with particular attention to the skyline and the principles of ecologically sustainable development
- Extend design excellence to Central Sydney's expanded precincts
- Extend design excellence to state projects including future metro stations





10

Monitor outcomes and respond to issues that arise to ensure the Strategy's ongoing success

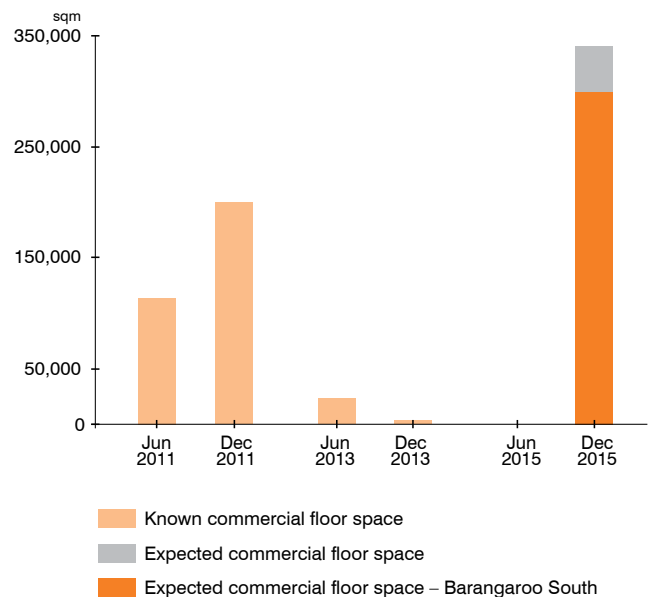
Monitoring the success and impact of these 10 key moves will help identify issues early and take action to address them.

A monitoring program will be developed in the medium term that focuses on the net growth of employment floor space.

Ongoing monitoring will also allow regular reviews of the strategy in line with critical land use and employment surveys, including the City's Floor Space and Employment Survey (FES) and the Australian Bureau of Statistics' Census of Population and Housing (Census). Results of the City's monitoring program, informed by the FES and Census, will inform reviews of this strategy and related controls and guidelines.

Actions

- Develop a monitoring program with the NSW Government to track the net growth of employment floor space, overseen by the Central Sydney Planning Committee
- Regularly review and adjust planning controls as required to deliver the planning and land use directions of the City's Sustainable Sydney 2030 and the State's A Plan for Growing Sydney



Barangaroo will deliver over 300,000 square metres of employment floor space, or close to 6 years' supply of office floor space in the space of 12 months. This flood of supply, rather than attracting new office tenants from overseas, will house existing Central Sydney tenants that have moved from older office buildings. This has left older office buildings, towards the end of their economic life, vacant. Whereas in the past, these buildings would have been upgraded and placed back on the rental market, in the current economic climate they are being sold and redeveloped for residential strata.

The predicted upwards trend for residential investment in Central Sydney is likely to continue, with a decreasing proportion of employment floor space and employment land available in Central Sydney – unless appropriate planning controls and intervention are implemented.



Why we need to plan for jobs growth

A growing economy

Central Sydney is the focal point for much of Australia's economic activity and the premier centre of its society and culture. It is critical that we plan for the places and spaces for needed Central Sydney to continue to flourish.

Our greatest challenge is ensuring longer-term economic and employment growth. The economy needs space to grow. New workers need space. New business services need offices and meeting places. Retail businesses need shopfronts. The infrastructure required to support growth also demands a share of Central Sydney. Public spaces, theatres and community facilities all need spaces.

Central Sydney produces a \$68 billion gross output, compared to Melbourne's city centre at \$39 billion and Parramatta at \$8 billion. To maintain our standard of living, the State and nation depend on the growth of total gross output in all centres.

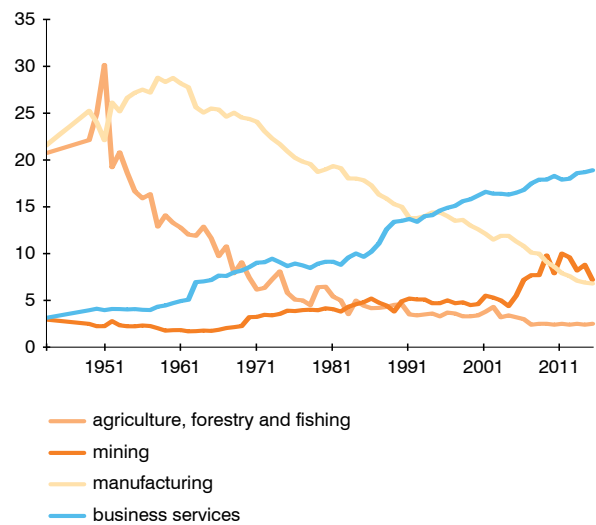
Step change in transport capacity

The largest commitment to new public transport infrastructure since the 1980s is set to boost public transport capacity in 2024, which will likely lead to an increase in demand for employment floor space. Central Sydney must be positioned to accommodate this growth.

0_13

Share of Australian GDP from 1951

Source: SGS Economics and Planning



Based on industry mix and relative occupational wage levels, it is estimated that the economic activity (GDP) generated in the City in 2013/14 was approximately \$108 billion, representing 8 per cent of the total national economy in Australia, 30 per cent of the Sydney metropolitan economy and almost 25 per cent of the entire GDP for New South Wales.

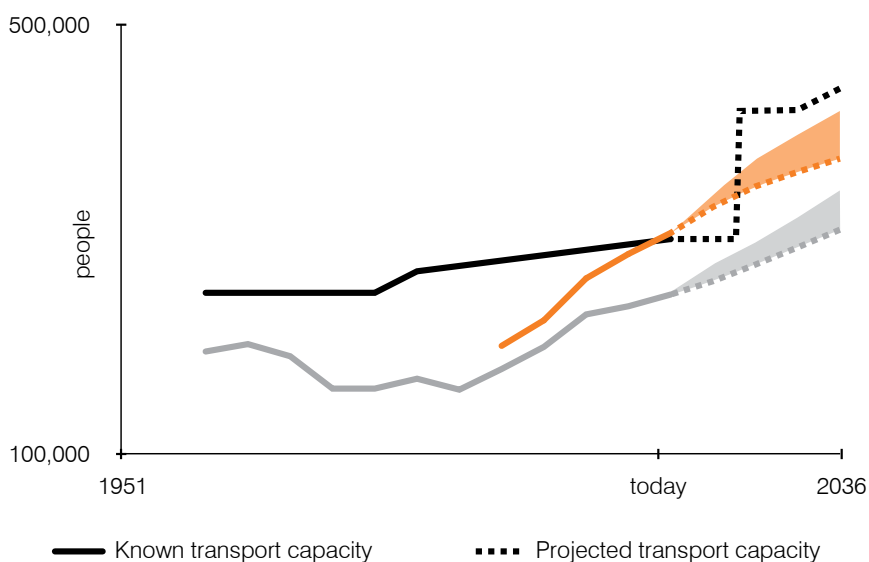
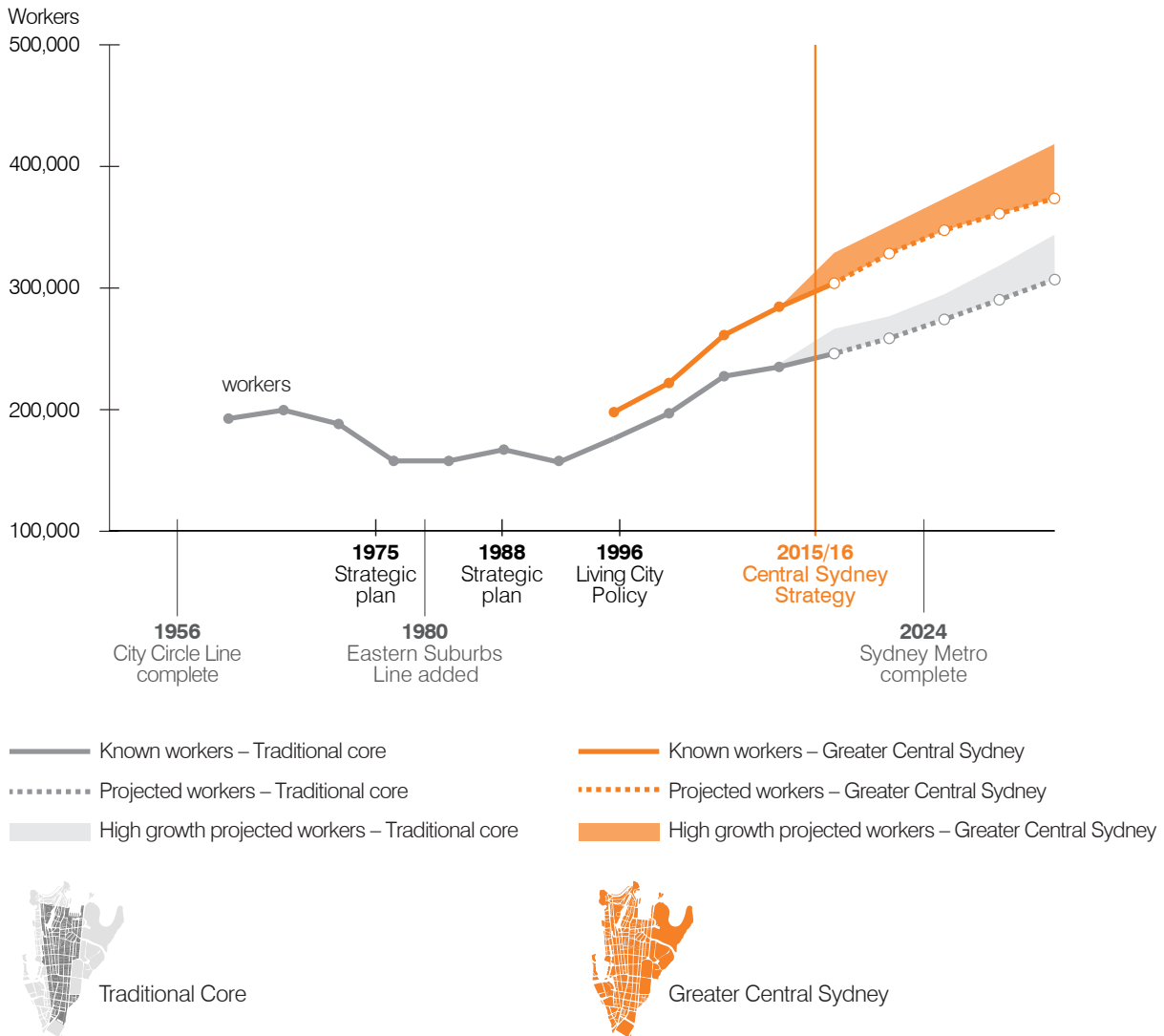
Overall, the City's working population represents just under 4 per cent of the total workforce in Australia.

The City is the workplace for 21 per cent of the entire finance sector, 15 per cent of the total information, media and technology industry, and 11 per cent of creative and performing arts activity across Australia. Catering for employment floor space and employment growth in Central Sydney is critical for the economic resilience of Australia.

0_14

Major planning strategy and public transport interventions
Worker population growth

Source: SGS Economics and Planning and City of Sydney, 2015



Planning for our future

Space is a finite resource. In Central Sydney, the potential for growth is limited or constrained by the natural environment, the City's parks and harbour, existing development, the capacity of infrastructure, heritage considerations, international airport safety obligations and the spatial limitations of streets, lanes and blocks.

The best cities are mixed-use cities. With the introduction of policies to encourage more residential development, the last 20 years has seen a substantial increase in the number of people living in the centre. This has resulted in a vibrant, lively and productive centre, one that is increasingly attractive for residents, business and visitors alike.

However, this strong demand for residential development has resulted in the displacement of existing employment space and future opportunities for new employment space. This situation represents a direct risk to the Australian economy and must be rebalanced to retain metropolitan Sydney's international competitiveness.

Effective Job Density

Effective Jobs Density (EJD) is a measurement of agglomeration that takes into account the relative size, connection and spatial organisation of a city.

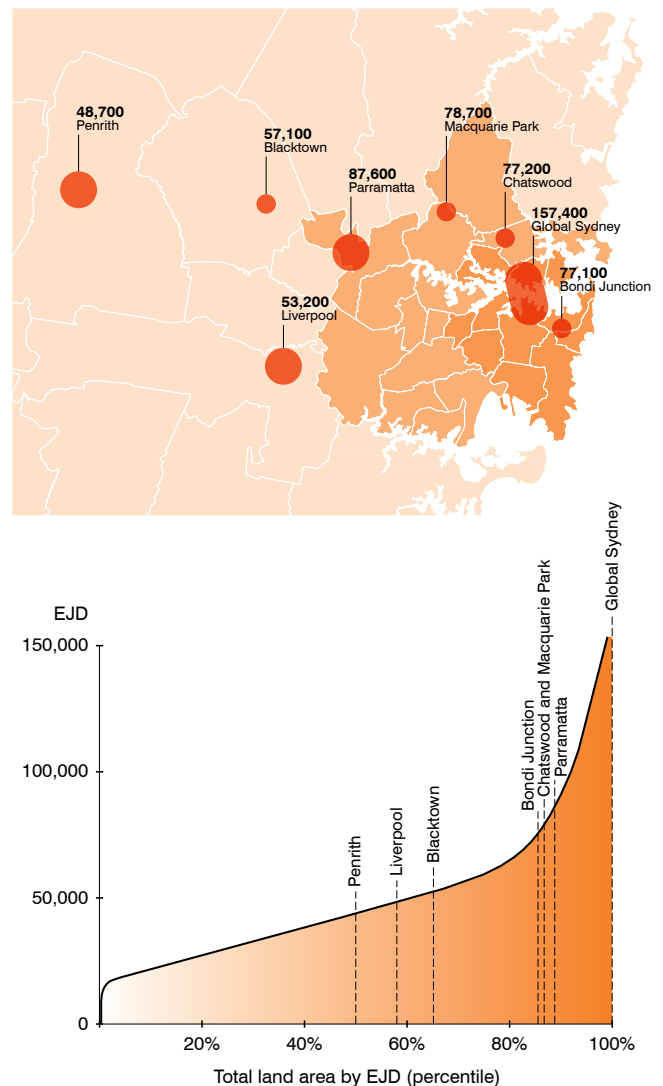
Agglomeration

Agglomeration describes the benefits which flow to firms from locating in areas with a higher density of economic activity and connectivity. Increasing the level of agglomeration can boost labour productivity and GDP.

0_15

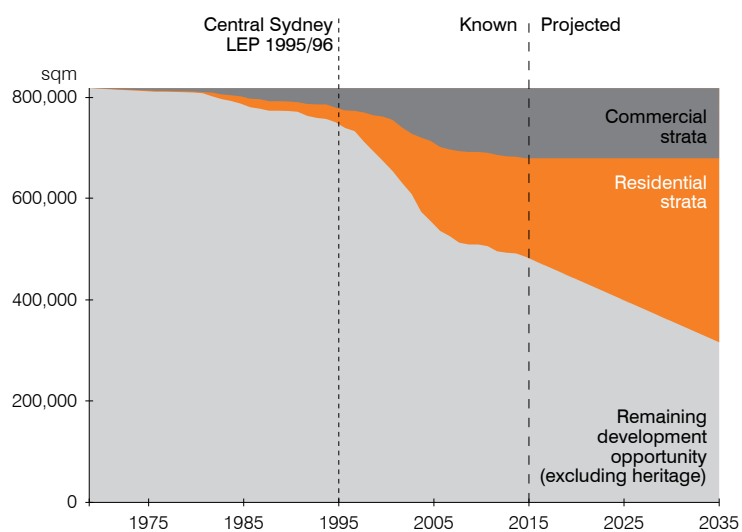
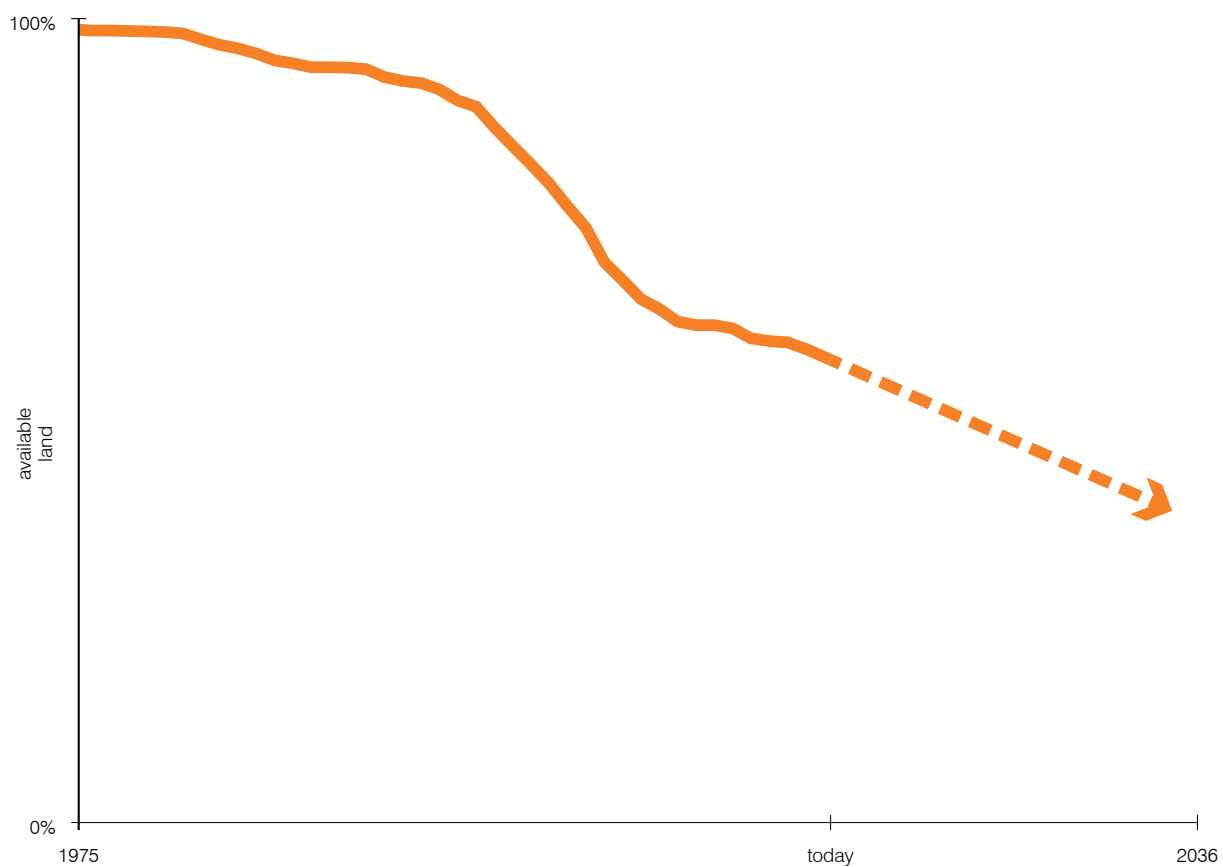
Total land area by Effective Job Density (top & bottom)

Source: SGS Economics and Planning



0_16

Strata Growth and Total Available Land in Central Sydney over time (top & bottom)

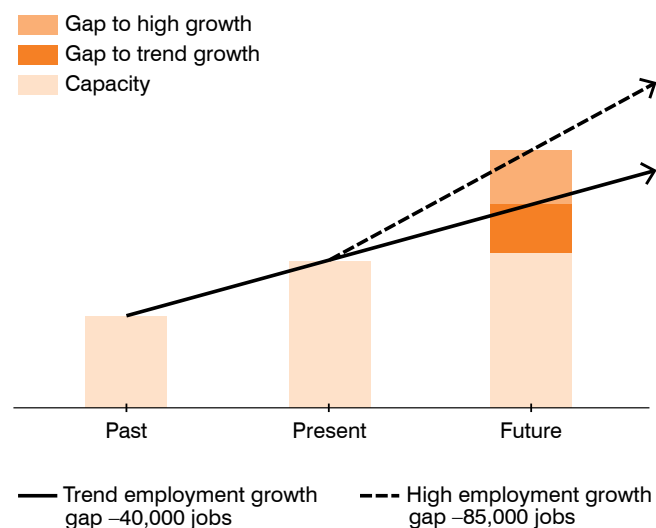


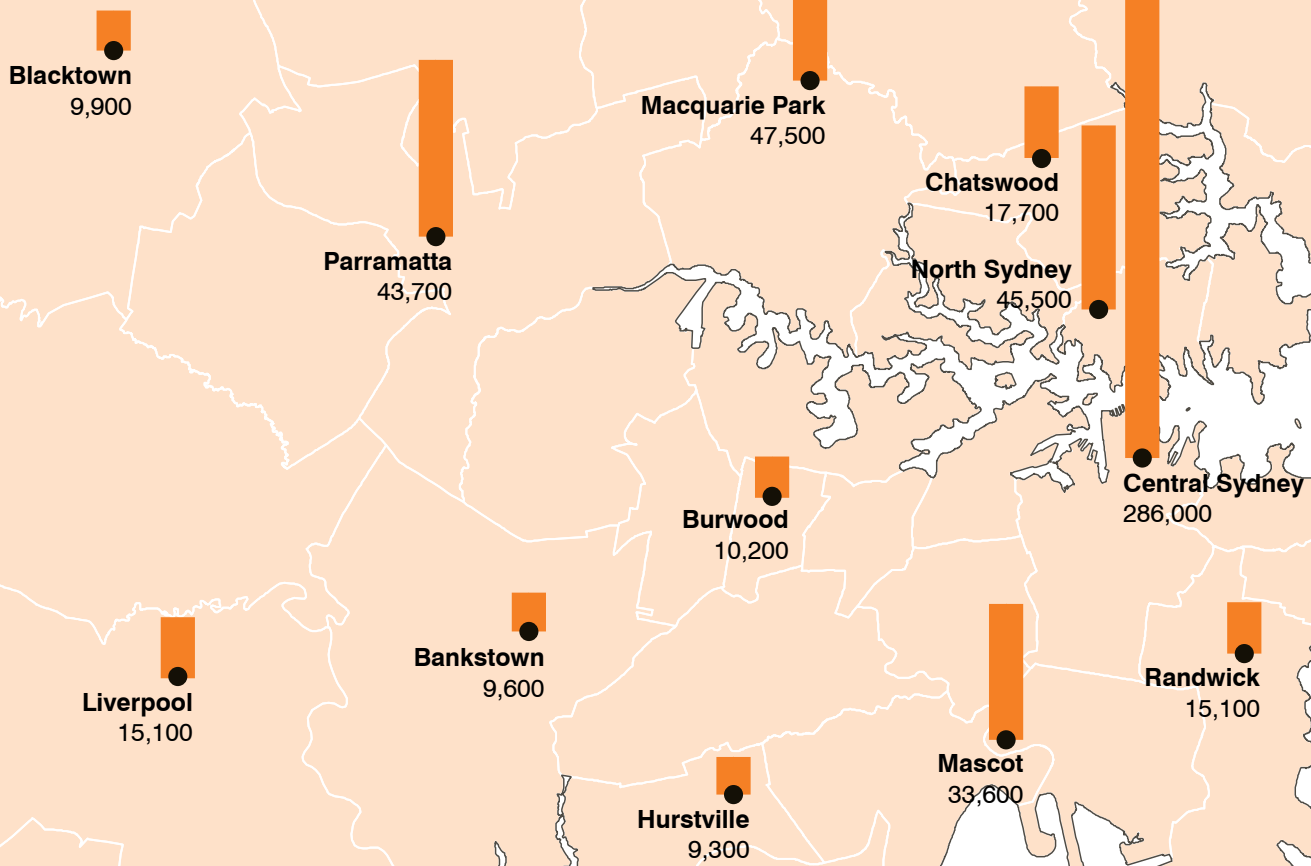
How we will plan for jobs growth

Changing demands and a changing population

Over the last four years, 52 per cent of new floor space developed in Central Sydney was residential. Without intervention to stabilise employment losses and increase the amount of employment floor space, jobs growth will be constrained. Based on a business-as-usual scenario to 2036, between 45 and 64 per cent of the projected jobs growth of up to 85,000 jobs will not be able to find the space to be located in Central Sydney.

For metropolitan Sydney to retain its global city status, and Central Sydney its primacy as Australia's commercial core, space must be secured for jobs growth.





Place-led and people-focused

Central Sydney is in the middle of a renaissance with extraordinary levels of private and public investment in development and infrastructure. The Strategy will build on the opportunities offered by these projects and encourage employment investment beyond the traditional confines north of Park Street. This will complement the pedestrianisation of George Street and its three main squares – a square for celebration at Circular Quay, a civic square opposite Town Hall and a village square at Central Station.

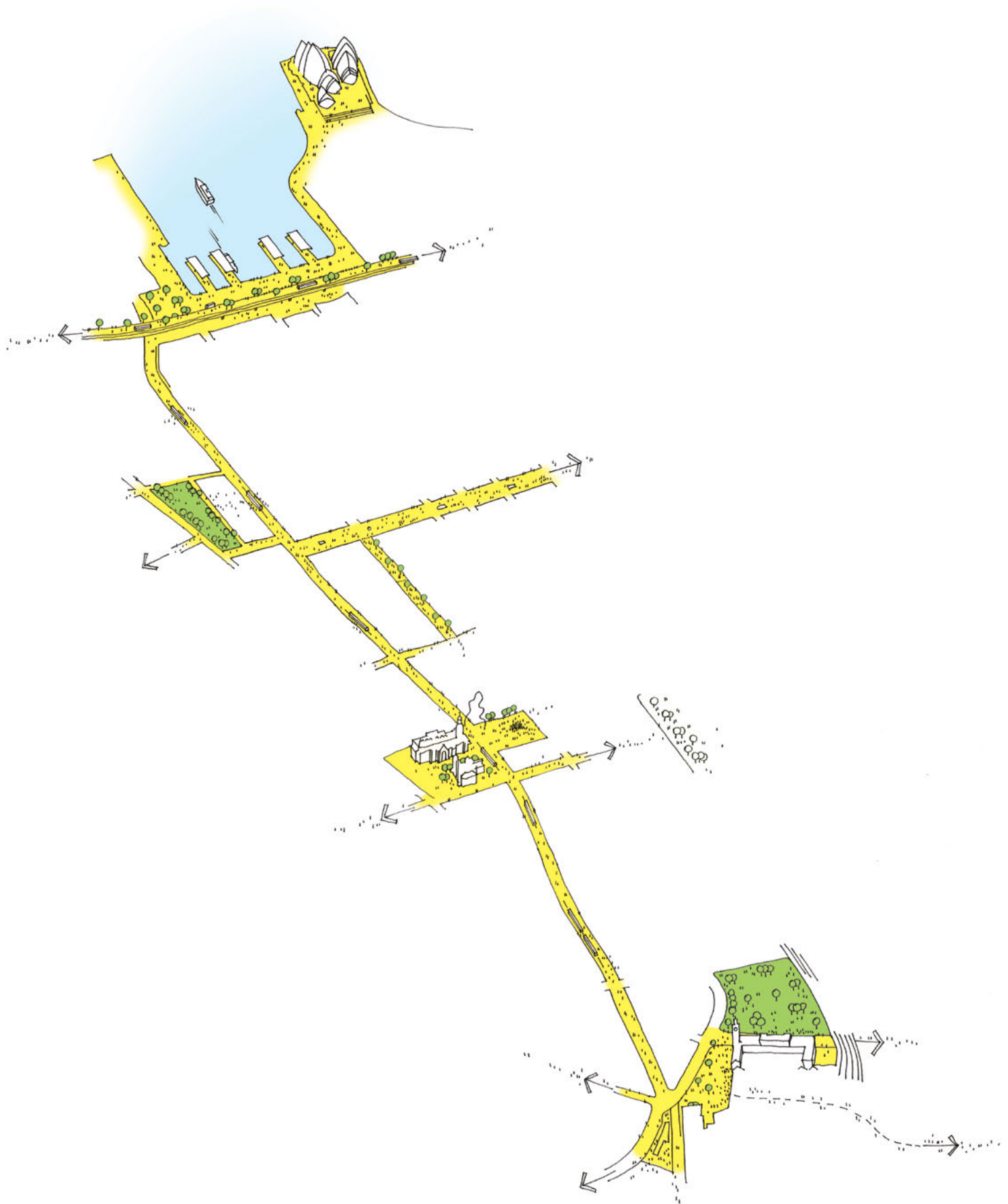
The Strategy also supports the revitalisation of the Midtown and Southern precincts. Catalytic projects by both the NSW Government and private sector will be instrumental to improving the profile and market perception of these less traditional employment areas. Proposed metro stations and their integration into the city; the redevelopment of the space above the train

lines at Central Sydney Railway Station; and private site redevelopments, must all contribute to the growth of this area as a future extension of the CBD.

By fostering growth sites through a guideline-led process, and by supporting growth sites with upgrades to footpaths and open space, the City can work with landowners to collectively secure the necessary boosts in profile and image that will result in commensurate rises in the overall commercial viability of these areas.

The Central to Eveleigh Precinct will become Central Sydney's newest precinct, youthful and lively, and serving existing education, visitor accommodation and creative uses. It will also serve those emerging and perhaps yet-unknown business models and workplaces that are seeking a playful and creative point of difference to the traditional office core.

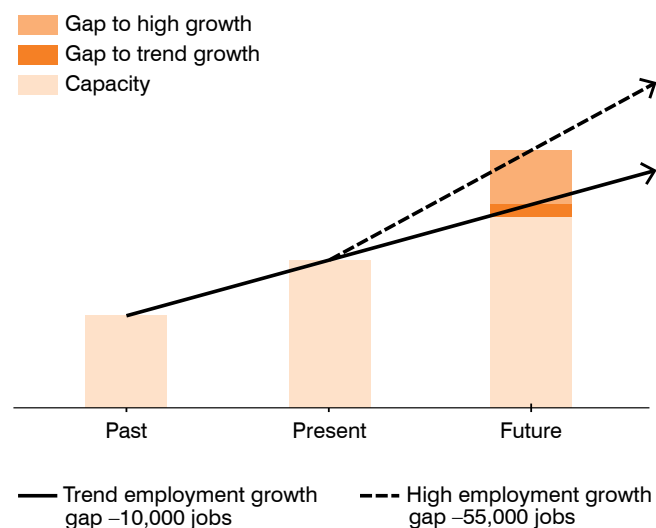




Closing the capacity gap

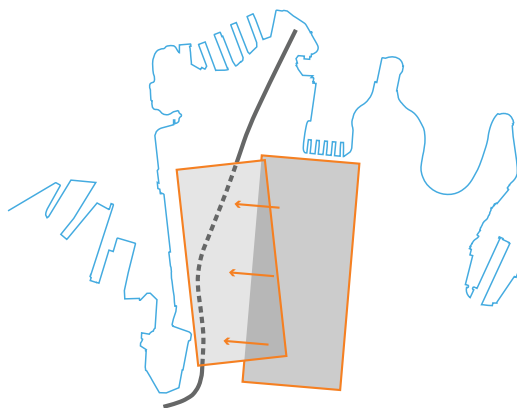
The Strategy's 10 key moves will significantly increase the quantum of employment floor space. In total, the proposed immediate changes to the Sydney LEP 2012 under key move 2, together with the floor space unlocked by identified 'growth opportunities' in key move 4, increases the amount of additional floor space to over 2.9 million square metres.

This unlocked development capacity will accommodate employment growth under modest projection scenarios.



0_19

Short to medium-term capacity



1.

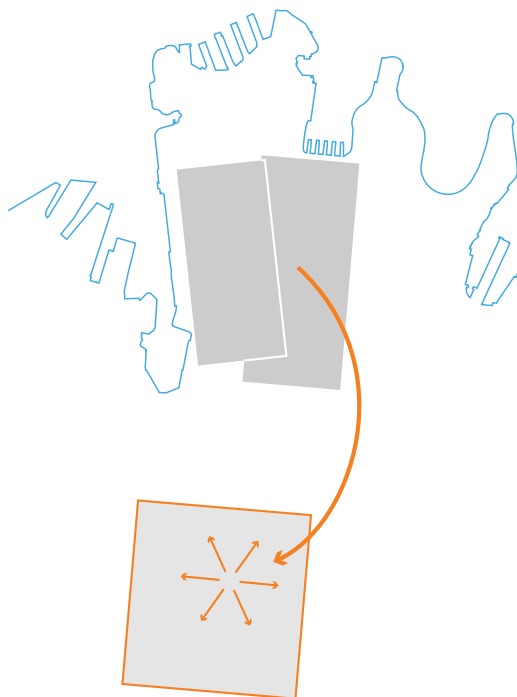
1,300,000 square metres

Short to medium-term

Today to 2030

0_20

Medium-term capacity



2.

+500,000 square metres

Medium to long-term

2024 to 2036 + beyond

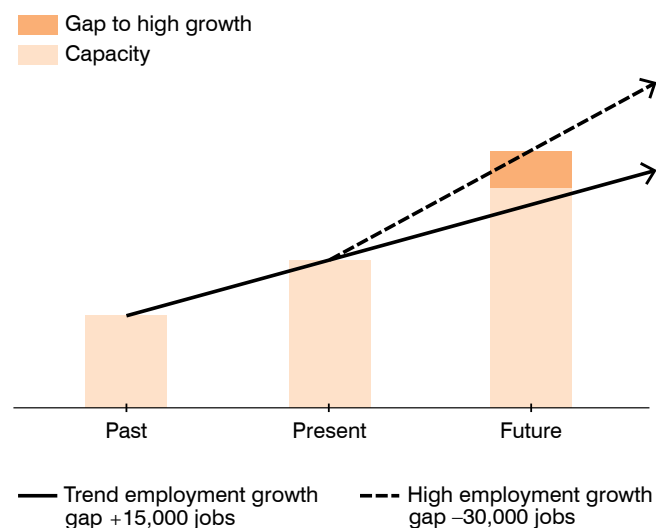
A multi-centre city

The Central to Eveleigh and Bays Precinct urban renewal projects are an opportunity to secure the growth potential of Central Sydney. The physical proximity of these projects makes them the natural long-term extensions of Central Sydney, and the future home of metropolitan Sydney's high-value workers and knowledge-intensive industries.

While this strategy includes planning controls that protect and encourage the provision of employment floor space, it remains critical that these planned centres, and other centres within metropolitan Sydney, also set aside an appropriate amount of land for employment floor space growth. Planning for a high jobs growth scenario for 2036 and beyond, rather than according to current trends, is critical to preserve the global status of metropolitan Sydney.

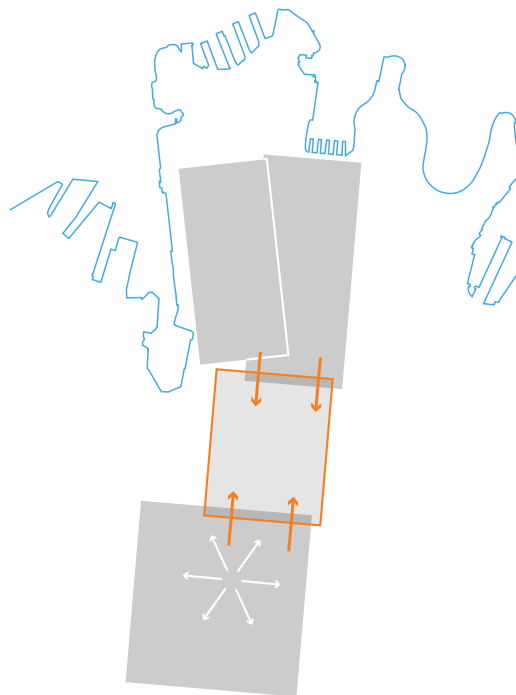
The Strategy details planning priorities for Central to Cleveland Street and the Bays Precinct, including additional public transport linkages, affordable housing, diverse employment floor space, enhanced local connections and improved local infrastructure.

It extends the question of how we plan for the growth of Central Sydney from what can the City of Sydney do alone, to what can the City, state and communities do in partnership to ensure these precincts develop as a successful extension to Central Sydney, where success is measured through financial, social and environmental sustainability.



0_21

Medium to long-term capacity



3.

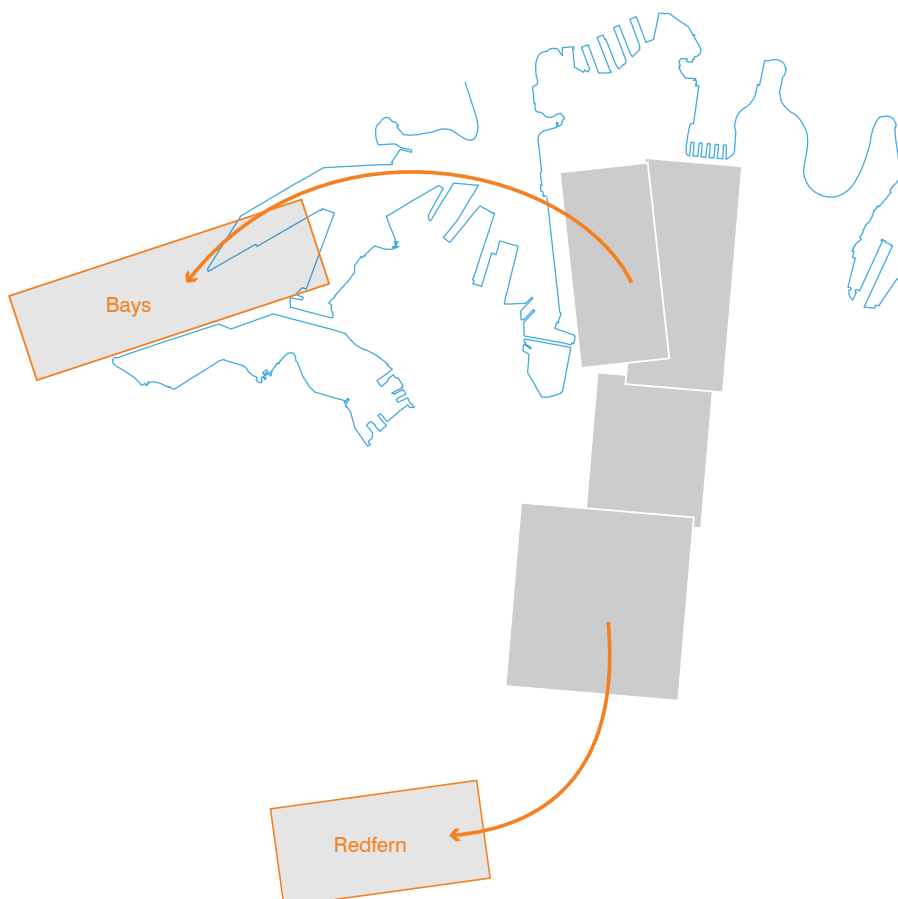
+1,100,000 square metres

Medium to long-term

2024 to 2036 + beyond

0_22

Long-term capacity



4.

+significant employment floor space

Long-term

2036 + beyond

Implementing the Strategy

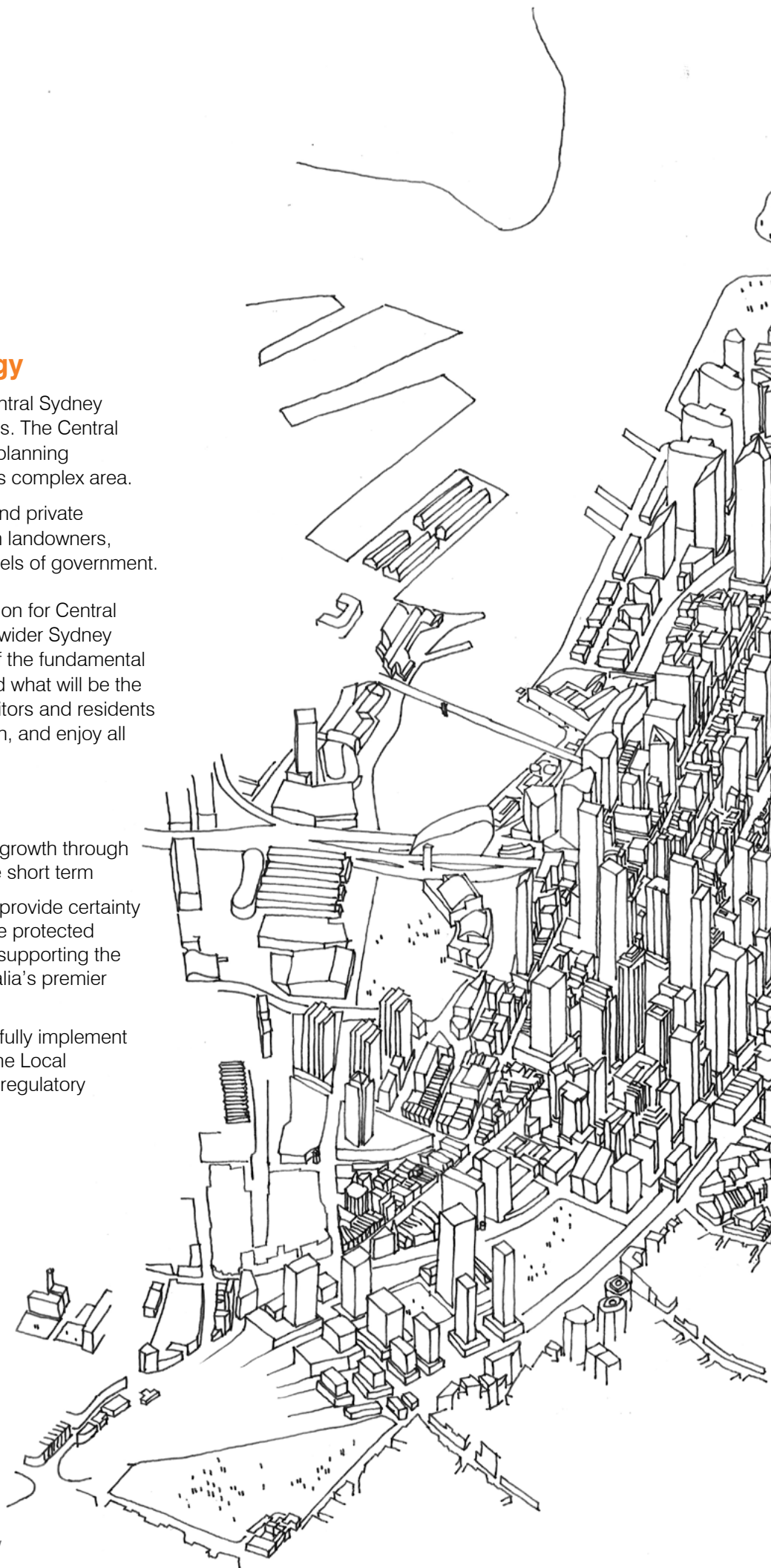
Urban growth and development in Central Sydney requires specific solutions and controls. The Central Sydney Planning Strategy provides a planning framework with clear objectives for this complex area.

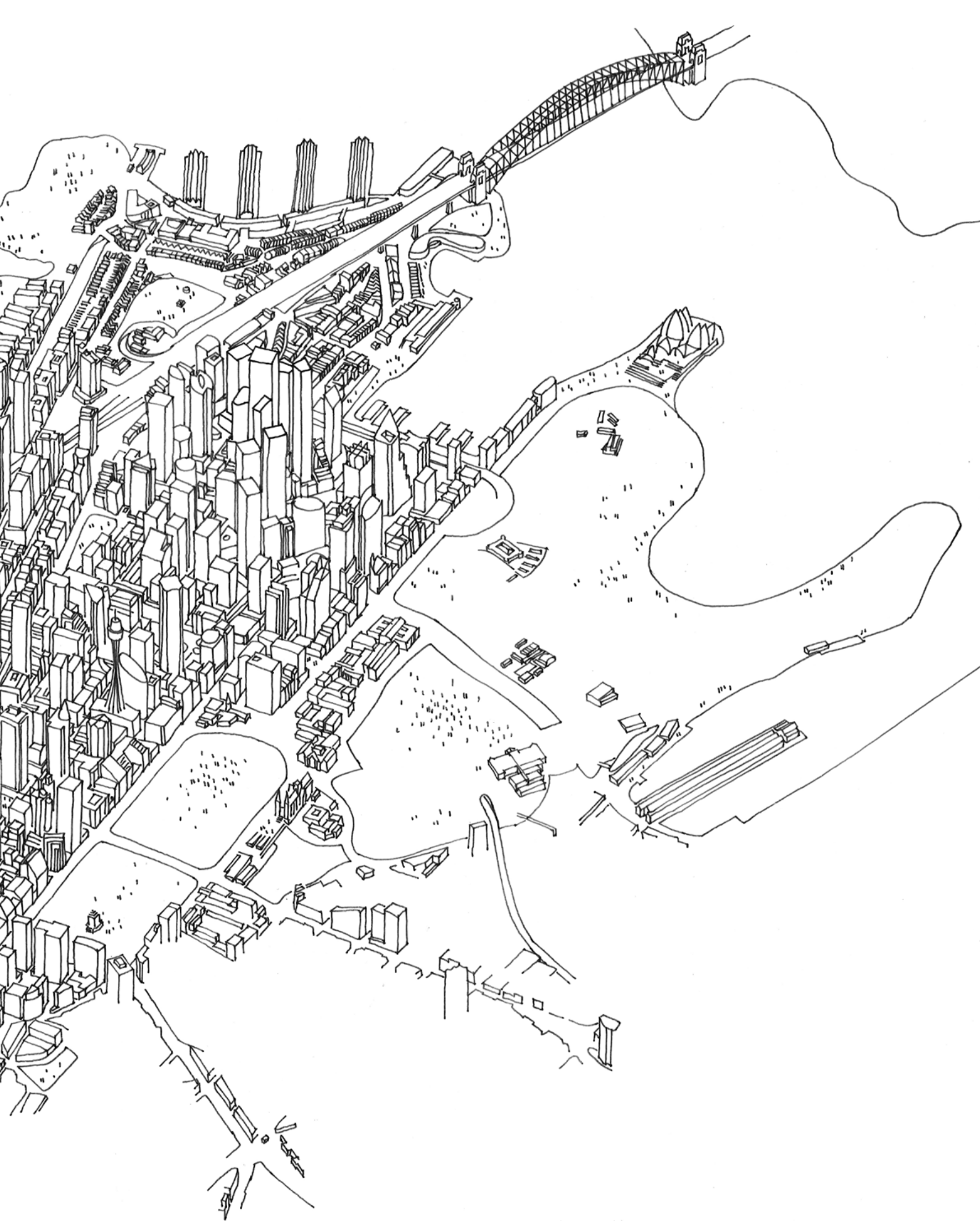
The Strategy aims to balance public and private interests and so requires support from landowners, business owners, residents and all levels of government.

A truly comprehensive and holistic vision for Central Sydney also requires focusing on the wider Sydney region with a greater understanding of the fundamental elements of a global city of choice and what will be the future needs of business, workers, visitors and residents who choose Sydney to work and live in, and enjoy all that the city offers.

Actions

- Develop clear guidelines to enable growth through site-by-site planning changes in the short term
- Work with the NSW Government to provide certainty and security that growth sites will be protected for income earning uses, therefore supporting the viability of Central Sydney as Australia's premier location for employment
- Work with the NSW Government to fully implement the growth strategy directly within the Local Environmental Plan by overcoming regulatory constraints in the medium-term





1.1

Purpose, scope and vision

This introduction to the Central Sydney Planning Strategy (the Strategy) describes the Strategy's purpose, scope and guiding documents. This is followed by a vision for Central Sydney as a global city that is green, global and connected. A description is given of the nine aims that underlie the Strategy and the development controls and actions that are a key part of the Strategy's implementation.

Purpose

The Central Sydney Planning Strategy aims to ensure strong planning for Central Sydney. It outlines how Central Sydney will grow in the future and includes development controls to promote the type of growth and environment for Central Sydney to remain part of one of the world's truly unique and memorable global cities, recognising its role as the State and nation's economic, cultural and social engine. The Strategy builds upon Central Sydney's strong beginnings in urban planning and proposes nine aims for the protection and growth of a green, global and connected Central Sydney, today, tomorrow and beyond.

Scope

Central Sydney is the commercial centre and core of the Sydney Metropolitan Area. For the purposes of the Strategy, Central Sydney refers to the land that has been designated as B8 Metropolitan Centre Zone under the Sydney Local Environmental Plan (LEP) 2012 and its four precincts: the City Core, the Western Edge, Midtown and Southern (refer to 1_1).

Central Sydney is the only piece of land attributed this level of zoning in the state of New South Wales. The NSW Government prescribed three mandatory objectives for the zone:

- *To recognise and provide for the pre-eminent role of business, office, retail, entertainment and tourist premises in Australia's participation in the global economy*
- *To provide opportunities for an intensity of land uses commensurate with Sydney's global status*
- *To permit a diversity of compatible land uses characteristic of Sydney's global status and that serve the workforce, visitors and wider community.*

How Central Sydney is referred to has changed over time, from a 'Business and Commercial Centre (County)' in the 1950s, a 'County Centre' in the 1970s, and a 'City Centre' in the 1990s to today's 'Metropolitan Centre'. Central Sydney is also referred to as the 'CBD' and the 'City Core'.

Importantly, the Strategy recognises Central Sydney's importance to metropolitan Sydney, New South Wales and Australia. It includes principles and actions that go beyond the confines of the B8 Metropolitan Centre to consider how Central Sydney should grow into the future as part of a larger, connected, multicentre metropolitan Sydney.

The Strategy represents an evolution of planning strategy for Central Sydney. Central Sydney has grown in line with best practice planning and sound objectives for over 40 years. Today's Central Sydney – its density, shape, skyline and structure – was imagined in 1971 under the City of Sydney's¹ first planning strategy, which set out numerous controls and concepts that are still in place today. Its growth was then subsequently influenced by new and updated local, metropolitan and state planning strategies. Now, the Strategy recognises that urban planning strategies need to be refined and reworked in response to changing environmental, social and economic conditions, so that urban centres can continue to perform their important roles to their people and nation.

The Central Sydney Planning Strategy is the result of the Central Sydney Planning Review (the Review) that was initiated in early 2012 by the City of Sydney and reviewed the urban planning framework and controls that apply to Central Sydney and its surrounding areas. The Review, along with a range of other cross-organisational initiatives, was aimed at achieving the Sustainable Sydney 2030 vision of a green, global and connected City of Sydney.

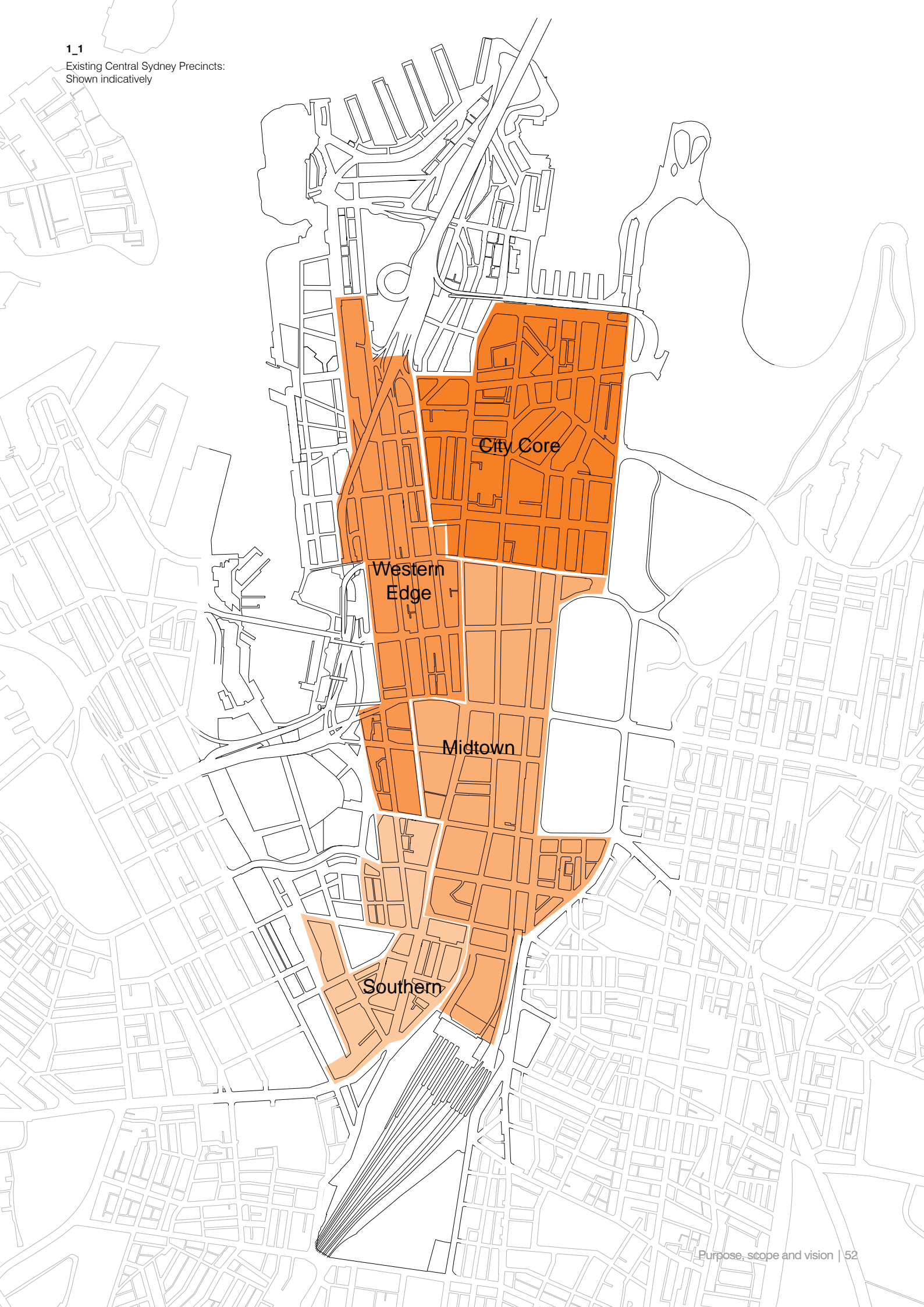
The Strategy represents the key findings and recommendations of the Review. It analyses and presents a strategy for how Central Sydney has, will and should grow. The Strategy looks at its people and places, and the challenges of balancing land use and of moving people in, out and around the City of Sydney and metropolitan Sydney.

The Strategy aims to provide certainty, consistency and continuity for planning. It recognises that its successful implementation will require effective and efficient administration and that the plan, as a whole, carries a broad range of support from stakeholders, as it will involve working with landowners, business owners, residents and all levels of government. The Strategy envisages a planning framework that is simple and clear in regards to its objectives while acknowledging that to resolve something as complex as urban growth and development in Australia's only global city will sometimes require specific, tailored, technical solutions and controls. Finally, the Strategy expects that a reasonable balance will be achieved between public and private interests in the implementation of the Strategy.

¹ Depending on its context, the Strategy uses 'City of Sydney' to refer either to the City of Sydney Local Government Area or the City of Sydney organisation.

1.1

Existing Central Sydney Precincts:
Shown indicatively



Vision and Aims

Sustainable Sydney 2030 provides a vision for the City of Sydney as green, global and connected for 2030 and beyond. The Strategy seeks to build on this to create specific principles for the development of Central Sydney. The following principles were developed as part of the Central Sydney Planning Review and act as the basis for the Central Sydney Planning Strategy. Encompassing the same values as Sustainable Sydney 2030 – green, global and connected – the Strategy adopts nine principles to carry us to 2030 and beyond:

Green

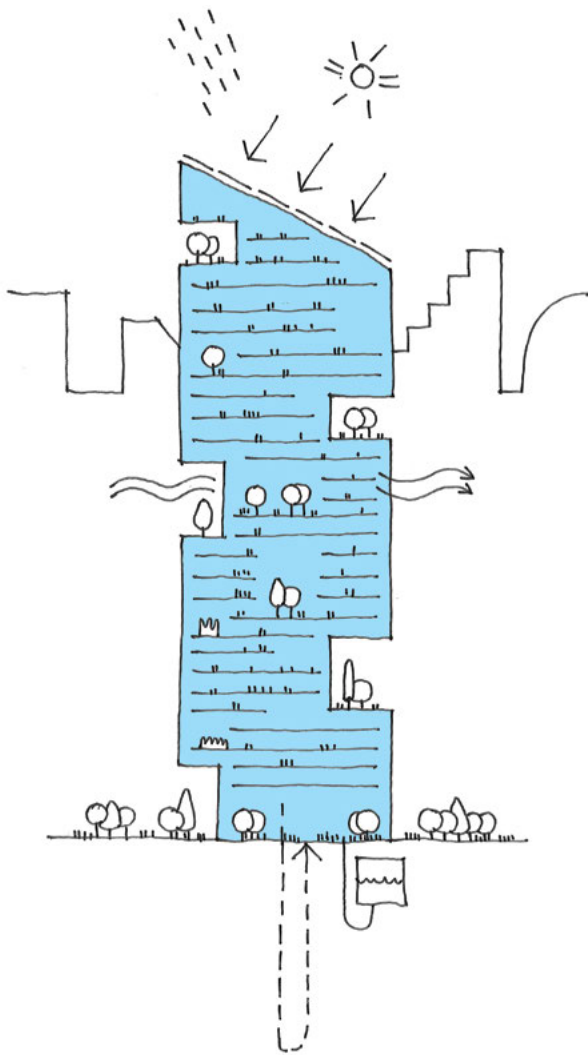
- Promoting sustainable buildings with great design and architecture
- Creating opportunities for beautiful parks and places
- Enabling the protection and adaption of our heritage

Global

- Ensuring a resilient and diverse economy
- Promoting efficient and effective transportation
- Making efficient use of land

Connected

- Supporting great streets
- Resulting in a city for people
- Ensuring strong community and service infrastructure is provided as growth occurs.



Sustainable buildings with great design and architecture

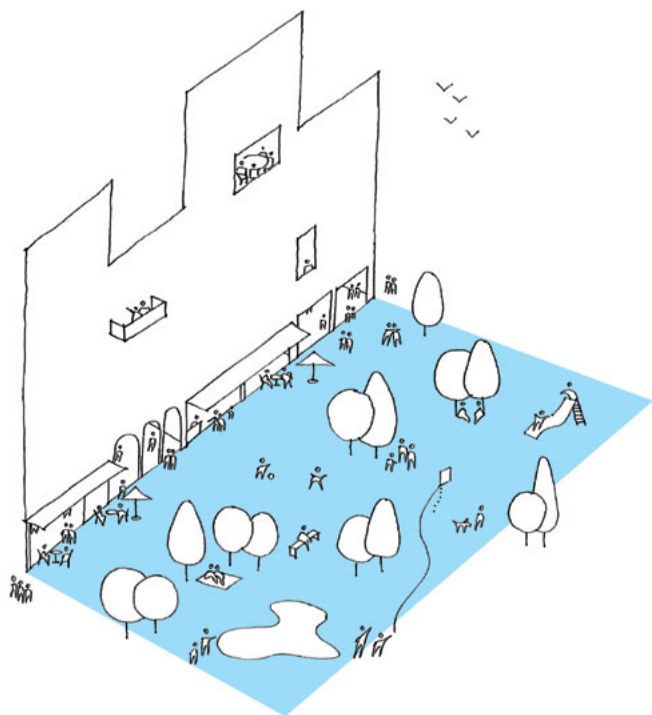
The Strategy will facilitate the development of buildings with great design and architecture that are functional and sustainable over their long-term life span. The Strategy's planning controls will minimise negative impacts on surrounding public spaces and neighbouring buildings, and protect the city from overshadowing and wind effects in the streets.

Great architecture contributes to the health and productivity of a city's workers and residents, and to the enjoyment of visitors. A great building creates a healthy and inspiring space for living and working with a sense of space, light and thermal comfort within the building. Great architecture and buildings make a city enjoyable to be in. They are an essential feature of Sydney's global image: a city with a diversity of great contemporary and heritage buildings set within a spectacular landscape. This Strategy encourages buildings that are healthy, inspiring and productive places for people. All buildings should be comfortable, safe and high quality, offering positive and memorable experiences for those who use them. The buildings should be appropriate to their function as workplaces, cultural, retail, community or mixed-use spaces.

The Strategy promotes and encourages design excellence at every scale and level of detail, so that users of these created spaces find them inspiring, satisfying and comfortable – from appreciating a building's performance and proportions to touching its finishes and viewing its placement in the skyline.

The Strategy will facilitate sustainable buildings that will contribute positively to the city. These buildings minimise their overall negative impact on the environment and dependence on non-sustainable energy, and have obvious current and future benefits.

The Strategy will support tall buildings that contribute to Sydney's iconic skyline that includes the Opera House nestled in our famous harbour, and the many skyscrapers of the City Core – a beautiful skyline that reinforces Sydney's global image.



Opportunities for beautiful parks and places

The Strategy will preserve the comfort and enjoyment of parks and other public places as important spaces for the benefit of all.

Great parks and other public spaces contribute to how people experience, visualise and remember a city – this is especially true of Sydney, an outdoor city blessed with one of the world's most enviable settings and climates.

The Royal Botanic Gardens, Hyde Park, the Domain: these are examples of Sydney's unforgettable public spaces that provide space for recreation, rest, reflection, commemoration, celebration, and civic and social gatherings, and allow contrast and relief from the city's office blocks and towers.

A key approach for promoting the enjoyment of parks and other public spaces is to protect their access to direct sunlight, particularly during the middle of the day when it is most critical for public enjoyment and plant growth. This is best achieved through attention to building heights and the skyline.

The Strategy will also ensure buildings contribute to beautiful public spaces, not only their aesthetic qualities but also how they address their surroundings and frame a space.

Finally, the Strategy recognises the importance of beautiful public spaces to Sydney's image: their creation and protection, and keeping them maintained and updated – these actions all support major events, underlie tourism and strengthen Sydney's identity and brand.



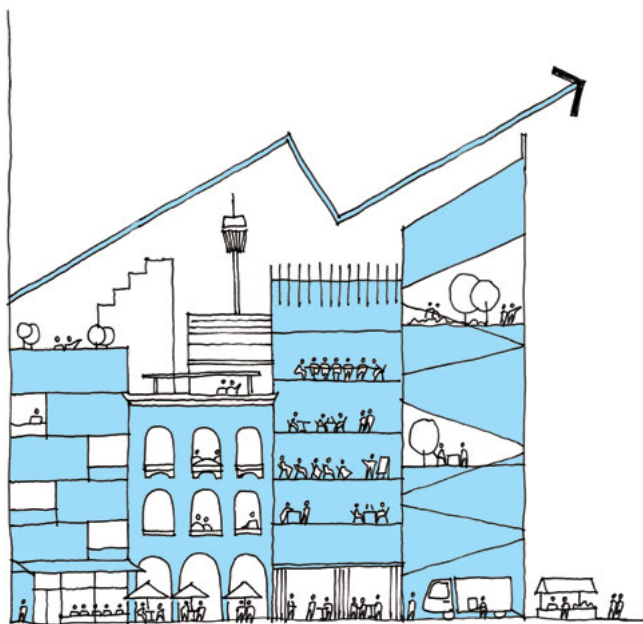
Protection and adaption of our heritage

The Strategy will continue to protect Sydney's heritage and seek innovative conservation methods. It will act to conserve, respect and celebrate the city's unique history through its buildings, places, objects and landscapes. It will do so by preserving heritage buildings, and by recognising and respecting special areas where groups of important buildings frame significant public space, and contribute to precincts of a shared character.

Sydney's heritage contributes to our distinctive identity, but change is constant. Historical buildings, precincts, structures and details are the physical expression of our history: they add to the image and memory of Sydney for visitors and residents. Sydney has some of the nation's most historically significant buildings. It's important to protect them so our collective heritage can be appreciated and understood by visitors to our city.

This Strategy will provide an improved experience of Sydney's heritage. By preserving and adapting our heritage, the layers of Sydney are built upon and enhanced to make a city that is authentic, human and soulful. Heritage buildings add quality and history to the streetscape, contributing layers of community and social significance. They are important for their intrinsic value as well as for their cultural significance.

They express different periods of time and progress and allow Sydney's major stages of development to be traced through the history and shape of its precincts. Importantly, they contribute diversity – different forms, functions and aesthetics – and provide breathing space between office towers and skyscrapers, and a contrast between the old and the new. The buildings express the city's personality and contribute to a perception of authenticity by retaining traces of past use and activity, while allowing for reuse and adaptation. At the same time, the appropriate adaptation of heritage buildings is encouraged for contemporary, economically productive and sustainable use. While the Strategy cannot define how growth can be achieved by incorporating heritage buildings into development schemes, it encourages the creative and innovative achievement of growth through heritage amalgamations, appropriate adaptations and, most importantly, through conversation – as any proposal that involves one of Sydney's unique heritage buildings will require unique consideration and collaboration outside of the planning framework.



A resilient and diverse economy

The Strategy will facilitate and encourage metropolitan Sydney's productivity, recognising Central Sydney's role as an economic engine and premier employment hub that benefits New South Wales and the nation. By positioning itself for sustainable and purposeful population and employment growth, Central Sydney can promote itself as a city open to new opportunities. Central Sydney's economy is competitive, high yielding, high value and innovative.

Central Sydney is the home of Australian and international companies, renowned cultural and tourist destinations, and vibrant shopping and entertainment quarters. It attracts industry through its significant competitive advantages: strong infrastructure, a magnificent location, a high quality of life and a skilled workforce. As a global city, it attracts talented workers and provides opportunities for innovation. It is important to maintain this role and position as a desirable environment for global firms, faced with competition from elsewhere in the country and the Asian region.

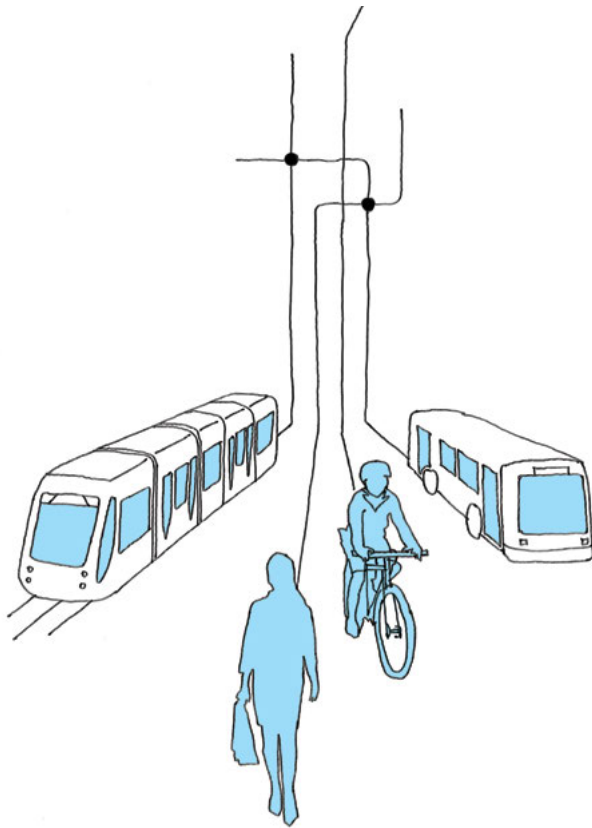
As Central Sydney grows, this Strategy will guide and encourage investment, matching it to Sydney's needs. It will clearly define a pathway for investors and developers to contribute to the city. With limited physical space for Sydney to grow into, land use must be carefully managed with attention to urban density.

This Strategy is medium-term with an eye beyond 2036. Whether the current economic cycle favours residential or commercial investment, the best use of space in the city is one that supports economic growth and facilitates an increase

in productivity. While residential investment contributes to attracting industry and individuals to Sydney as a liveable and people-friendly city, this Strategy prioritises space to be occupied by a variety of commercial, retail and hospitality businesses.

The Strategy envisions industries located in close proximity in the city, creating anchors for clusters of firms and organisations to complement and compete with each other. Regular engagement between them improves learning and innovation, draws customers and improves efficiency, including through ease of transport, movement and communication. The Strategy will protect and provide opportunities for these known industry-based precincts, such as finance, media, law and design, and those yet-unknown today, those emerging and those growing.

The strategy also recognises that different centres of economic activity and investment in metropolitan Sydney will be a part of a complex interaction with the city, nation and world. It actively reinforces links with these other locations so that each is encouraged to play to its strengths and most advantageous roles.



Efficient and effective transportation

The Strategy promotes and prioritises modes of transport with the most efficient use of space – walking, cycling, light rail and metro. It champions improved public transport and the effective use of the city's space for these modes of transport as outlined in the NSW Government's Sydney City Centre Access Strategy.

Sydney's streets are the Central Sydney's public domain; they are its arteries, the way we move through and get around the city. As Sydney grows, the demand on our streets also grows. The Strategy promotes the most productive use of streets, balancing the different ways they are utilised.

A smart transport strategy contributes to the vitality of Sydney's streets by encouraging walking and cycling and effective public transportation. It helps residents, workers and visitors move around easily. It guides policy, services and amenities to best do this, recognising that while some streets carry more traffic than others and some are prioritised for public transport, all streets are important public spaces.

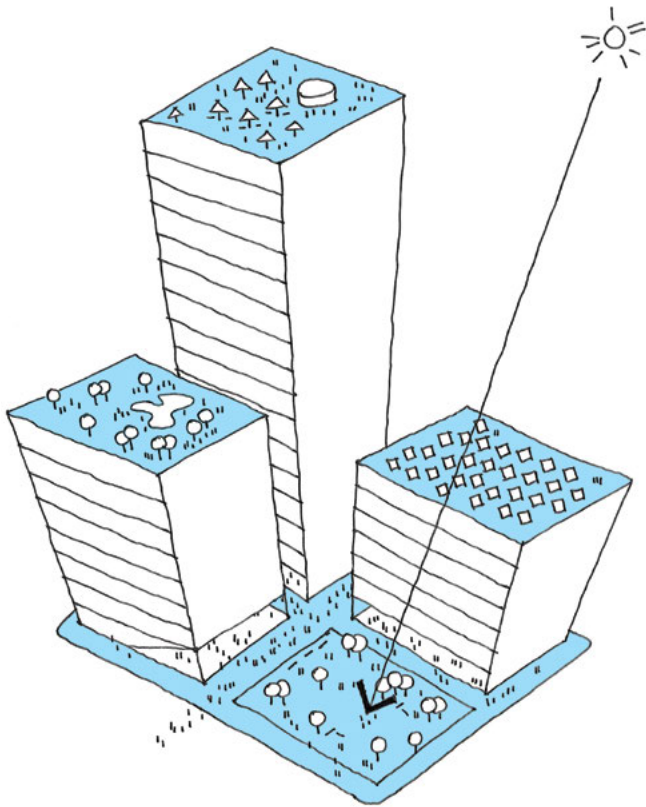
The Strategy supports the NSW Government's Sydney City Centre Access Strategy by addressing walking and cycling as the most efficient modes for short inner-city trips. This is because a higher proportion of workers in Central Sydney rely on surface transport rather than the rail network. Also, Sydney's inner neighbourhoods are rapidly growing; their residents will access Central Sydney most easily by walking and cycling. The Strategy supports Sydney in being a more accessible, attractive and safer city to explore on foot, by making walking quicker, more convenient, inviting and easy.

Public transport is fundamental to Sydney's role as a modern city, moving around increasing amounts of people, talent and knowledge in the service industries including finance and education, especially by rail and bus. The Strategy is reliant on the improved efficiency of the public transport network, particularly by planning better connections between modes of transport.

To benefit communities, urban consolidation and increased commercial development must be accompanied by high-quality transport infrastructure. The Strategy supports the progressive expansion of Sydney's emerging light rail network, superseding buses on very busy corridors, including Oxford Street, Broadway and parts of Elizabeth Street. The Strategy protects these corridors from incompatible development, such as major driveways.

Workers will continue to use private vehicles in Central Sydney but the proportion of work trips in private cars will decline as jobs and housing grow. The Strategy will stabilise the total parking supply in Central Sydney.

The Strategy will balance access to streets, footpaths and private land. It will maximise opportunities to consolidate sites for the delivery of services and goods. Where possible, sites will be encouraged to share basement connections with their neighbours and provide improved facilities for handling deliveries and goods through precinct-based freight hubs where last-mile deliveries are completed on bike. Basement and other underground connections may also help congestion and protect the amenity of streetscapes and major public transport interchanges.



Efficient use of land

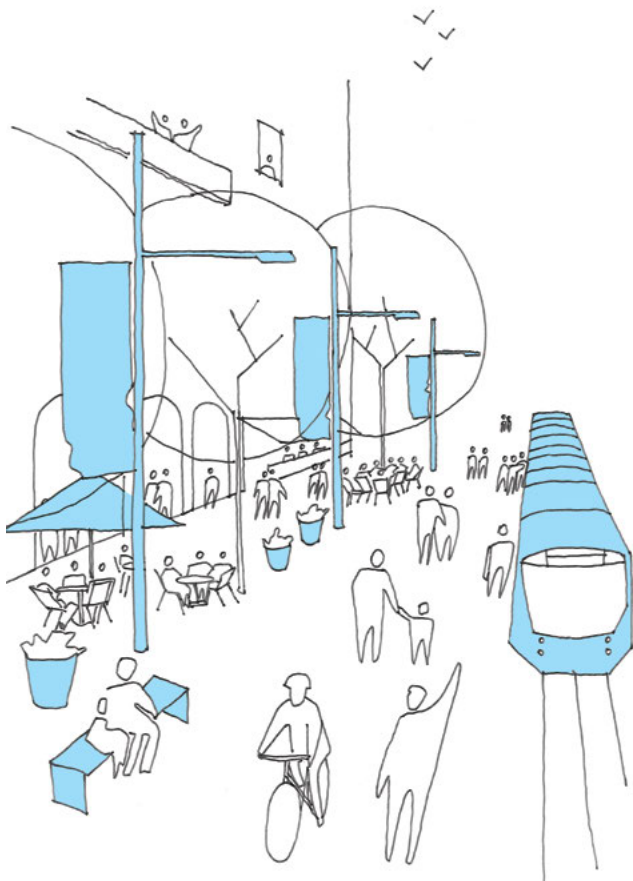
Maximising the efficiency of floor space within the height available in Central Sydney is the Strategy's key move for the efficient and productive use of land. Land is Central Sydney's most important asset. Sydney must make the most of it. We must ensure it is developed in a way that contributes to a productive city, a city that best utilises our space and land and is smart about the way we grow and encourage land use.

This benefits metropolitan Sydney, reinforcing its powerful economy, attracting investment and maintaining its global reputation, at the same time as promoting and protecting the Central Sydney's amenity. It is about a city that is adaptable and flexible, and resilient to changing economic climates. The best use of space will contribute to the most productive Sydney.

The Strategy goes beyond simple floor space ratio (FSR) calculations to consider function, form and interaction: what is expected for land use, the contribution to the public domain, and how buildings relate to each other. The Strategy will also encourage design excellence that references simple rules related to scale and built form. It will respect existing controls and permissions while prioritising the minimum requirements for comfortable and quality environments for users, the envisaged character of the precinct, and the needs of the city as a whole.

As Sydney is compact and growing, proactive efforts are needed to ensure efficiency and productivity. In acknowledging the limited space available, the Strategy will seek effective, creative and appropriate solutions. Floor space that is not committed to residential use increases our ability to stay adaptable. Where opportunities exist, the Strategy will maximise the benefits of available land by promoting amalgamation. In Central Sydney's limited space, larger towers are the most efficient and productive. Where sites redevelop together rather than on their own, they can achieve larger and higher developments that use land more effectively.

Finally, the Strategy supports sites to be self-sufficient. Redevelopment of sites will ensure adequate light, air and outlook, and will not prevent neighbouring sites from future redevelopment. Appropriate heights and setbacks of buildings from their boundaries achieve appropriate amenity in terms of light, shadow and outlook; the larger the site, the easier it is to accommodate those setbacks. The principles that encourage amalgamation and self-sufficiency go hand in hand.



Great streets

The Strategy elevates the importance of Sydney's streets as public spaces. It builds upon the principle that buildings must relate to the street, allowing for an exchange between street life and the life in buildings, contributing to the city's public life. It envisions a diversity of activity at street level by requiring buildings to have active frontages, where the front facades of buildings open towards the street, allowing active engagement between those in the street and those in the lower floors of buildings, and where the ground floor activities of buildings contribute to an interesting and dynamic street life.

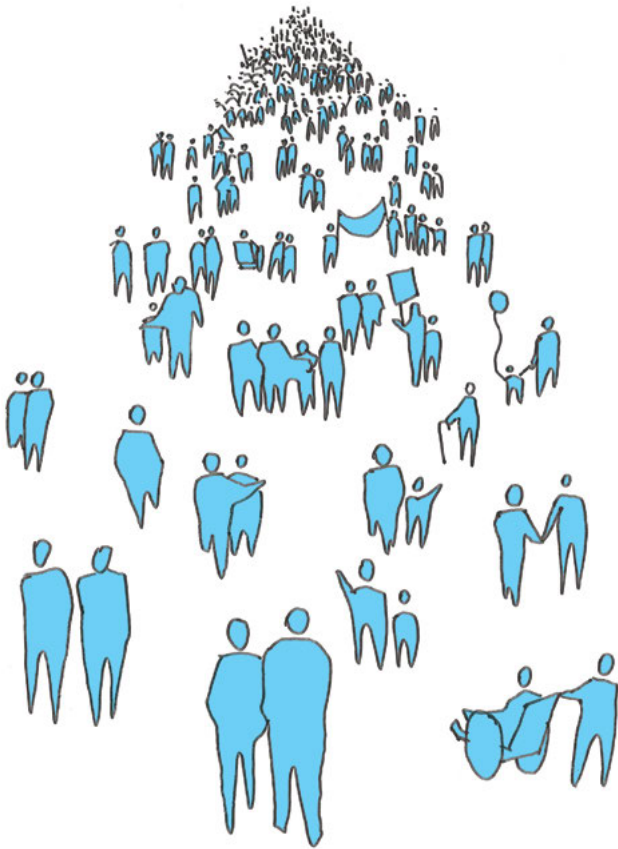
Great streets are enjoyable, comfortable and safe for all people. They define what it's like to live and work in and visit Sydney. Sydney's streets and laneways form a network of public spaces that are functional, interesting, diverse, quiet, busy, big, small, impressive and intimate. Each street has a unique combination of elements – including architecture, light, air, scale, views and function – that makes it special.

They are also the infrastructure for people to easily get around, particularly by walking and cycling, and support an active and diverse retail economy. Just as important, great streets are those that draw people out of buildings, to engage in creative conversation, ideas and activities. It's important to the City's future to recognise the benefits of public spaces and prevent their erosion. Our streets are the location of day-to-day and recreational activities, increasingly so in a compact city centre that is growing in density and population. The amenity of our streets is therefore of more and more importance, particularly

the protection of direct sunlight access. Street-level amenity plays a crucial role in establishing Sydney's character as a memorable and iconic global city with streets that are defined, lively, vibrant and comfortable.

The Strategy prioritises the comfort and enjoyment of Sydney streets. It envisions space between buildings for light to come through to the street and the minimisation of the uncomfortable effects of wind created by tall buildings. It encourages that an element of protection is integrated into the design of streets, so they are safe from the weather and people feel safe using them, including by being part of a healthy amount of activity on the streets, day and night. It includes the management of air quality.

As Central Sydney grows and increases in density, competition will intensify for the limited amount of space on Sydney's streets: the solution will be to find the most effective ways for people to get around in a safe and comfortable way. Walking and cycling save space and are the most time-efficient modes of transport; this Strategy will actively support them.



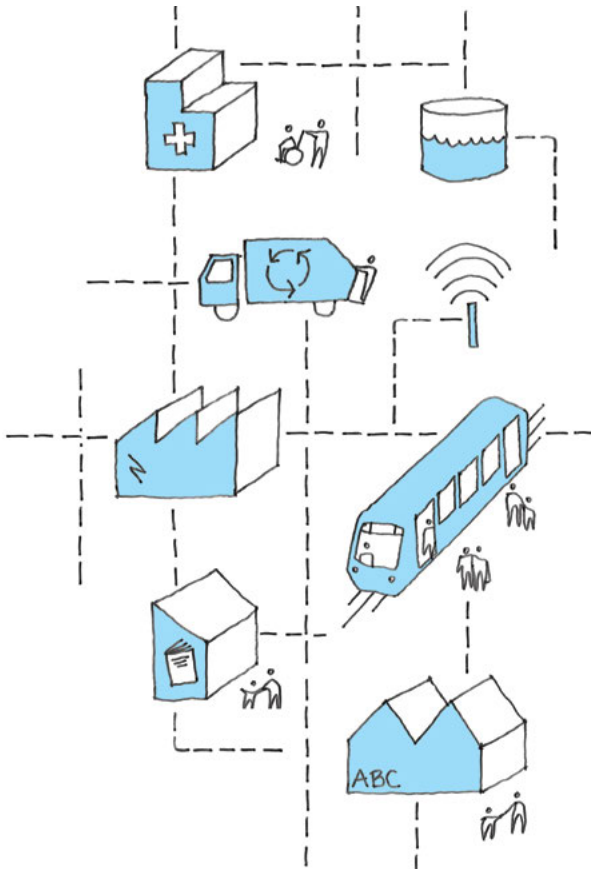
A city for people

The Strategy promotes Sydney as a city for people through actions that facilitate the values of liveability, inclusivity, tolerance and diversity. Sydney belongs to everyone: people of all ages and life stages; locals and visitors; workers, businesses and residents. Sydney's success and reputation is associated not only with economic outcomes but also with these non-economic values.

The Strategy elevates the quality of how people experience the city, whether at work or play, whether living in or visiting Sydney. Their increased enjoyment of the city leads to more benefits: attracting people to the city, supporting them to work and live, and encouraging their positive contributions to the city.

To achieve this quality and enjoyment, it is essential that people can easily get to the city, and then easily get around by public transport and by walking and cycling – the best way to get between the many services located in the city – along routes that are pleasant and comfortable.

Recognising that the city is of benefit to everyone, the Strategy seeks to facilitate spaces for public life. The city is a stage. Beautiful and memorable settings host musical events, art exhibitions, protests, celebrations and parades. They are activities that represent the diversity of how we as Sydneysiders participate in a city we love.



Strong community and service infrastructure accompanying growth

The Strategy will align urban growth with the delivery of appropriate infrastructure. A city exists first and foremost for its people. This means that as it grows, community and service infrastructure must grow with it to create an environment that is safe, pleasant and attractive. It should encourage social life with well-functioning community services such as schools and health and medical services. Significant investment is required to facilitate this infrastructure, and all levels of government must work together to achieve it.

When urban growth occurs without improving community and service infrastructure, the negative consequences are obvious. A lack of essential infrastructure means cities become unsustainable and unliveable, suffering social polarisation, urban decay and economic stagnation. It means failing transport, pressure on health and education services, unaffordable housing, damaging pollution and less access to public buildings and spaces.

Community and service infrastructure must continue to grow. It must serve both current and future communities. Opportunities for the city's growth must consider what infrastructure is needed to support it. Developers will be required to work with the City in an accountable and efficient manner to deliver community infrastructure, including libraries, child care and cultural facilities, and service infrastructure such as light rail, footpaths and affordable rental housing.

Development and good community and service infrastructure go hand in hand towards a healthy, vibrant and sustainable city. This Strategy will facilitate developers to support the growth of infrastructure through transparent and straightforward planning controls and administrative processes.

Strategy development controls and actions

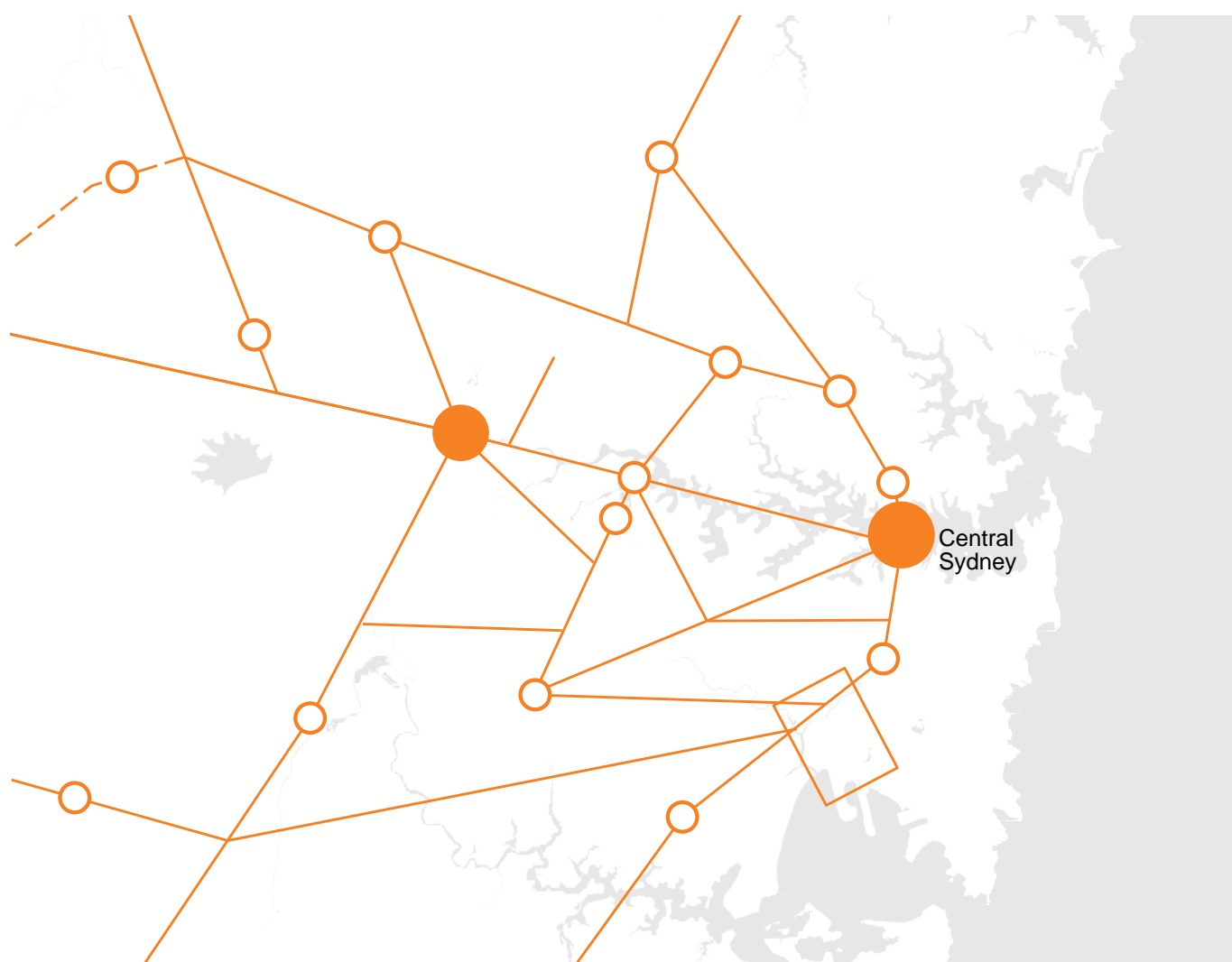
As Central Sydney grows, and opportunities for growth become limited, responsibility increases for the City of Sydney to plan for and promote the efficient, orderly and economic development of land through development controls. Development controls protect the public domain and public interest. They provide for sufficient development potential to meet reasonable demand. The Strategy comprises both a strategic plan for the development of Central Sydney and a system of development controls. The development controls are based on the controls contained in the Sydney Local Environment Plan (LEP) 2012 and the Sydney Development Control Plan (DCP) 2012.

A clear understanding and consistent application of Strategy's development controls will provide certainty to stakeholders, and result in achieving the future vision of Central Sydney as the engine for a dynamic green, global and connected City of Sydney that continues to grow and serve its people.

Some areas of urban planning are beyond the influence of development controls and will require further action as part of the Central Sydney Planning Strategy. Together with short-term, medium-term and ongoing actions and key moves, the Strategy identifies where the City can influence and work with Central Sydney's various communities and state and federal governments to ensure that Central Sydney can play its role in metropolitan Sydney maintaining its global status.

1_2

Central Sydney; one centre in a multicentre metropolitan Sydney

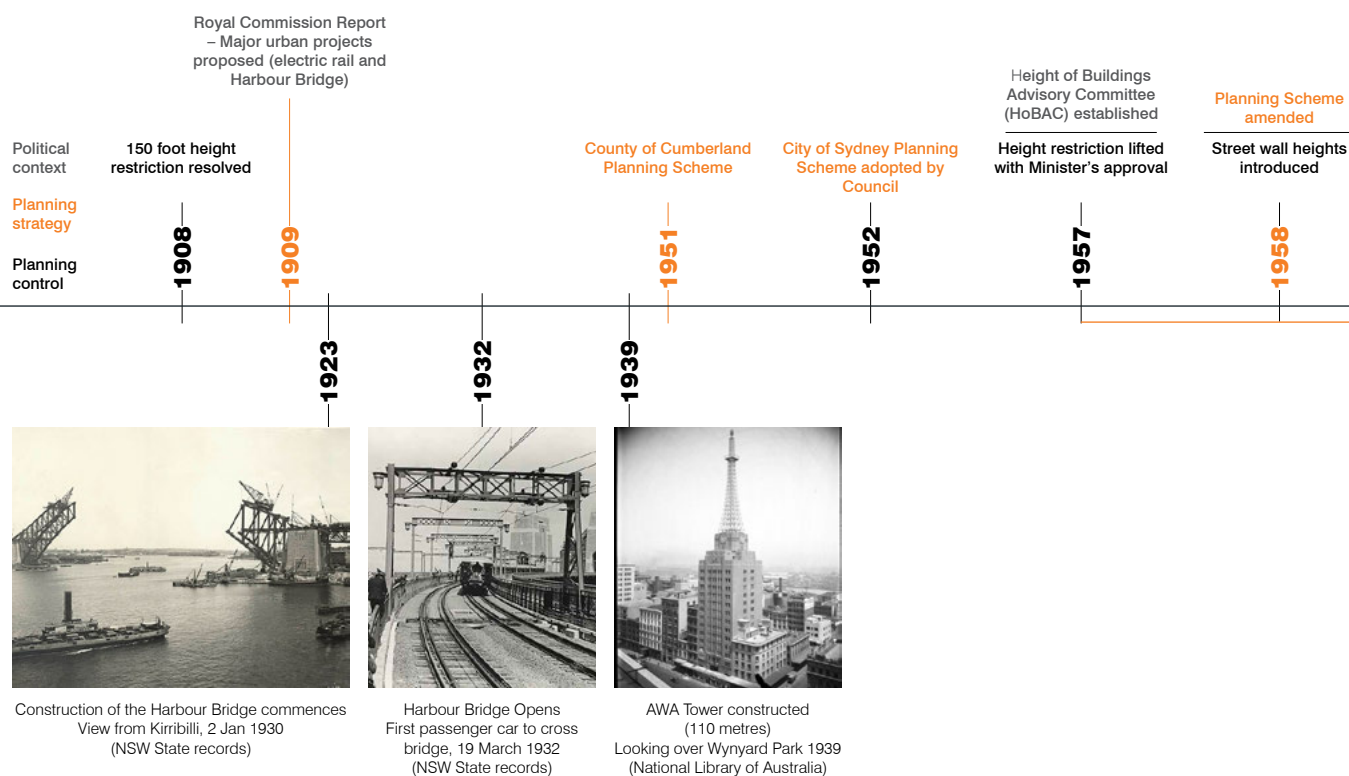


2.1

Central Sydney planning: a history

Central Sydney's urban planning, its strategies and controls, can be traced back through the abandonment of building height limits in the 1950s; the introduction of comprehensive strategic plans in 1971 and 1988; and the emergence of design excellence controls in the late 1990s. However, they have changed little in the past two decades. The local planning controls that came into effect in 1996 have not until now been subject to a major review.

This section discusses the broad phases that have influenced Central Sydney's planning controls – and how the controls in turn have influenced Central Sydney's form within a dynamic political and economic context. Understanding the history of Central Sydney planning strategies provides important context for the current Central Sydney Planning Strategy, its precedents and the evolution of key concepts found in the Strategy.



1908–1956: Restrictions on building heights

In 1908, a height restriction was first placed on buildings in Central Sydney through a City of Sydney resolution to limit buildings to 150 feet (45.72 metres). In 1912, the Height of Buildings Act was passed which allowed the City to approve development up to 100 feet (30.48 metres) but gave the State Government the power to approve up to 150 feet. Buildings taller than 150 feet required advice from the Superintendent of the Metropolitan Fire Brigade.

This set the template for a complex relationship in Central Sydney between state and local government, where decision-making responsibilities were shared. This relationship exists to this day via the City of Sydney, the Central Sydney Planning Committee (CSPC) and the State Government, who each have responsibilities for development decisions in Central Sydney.

1957–1971: Construction boom and the removal of building height restrictions

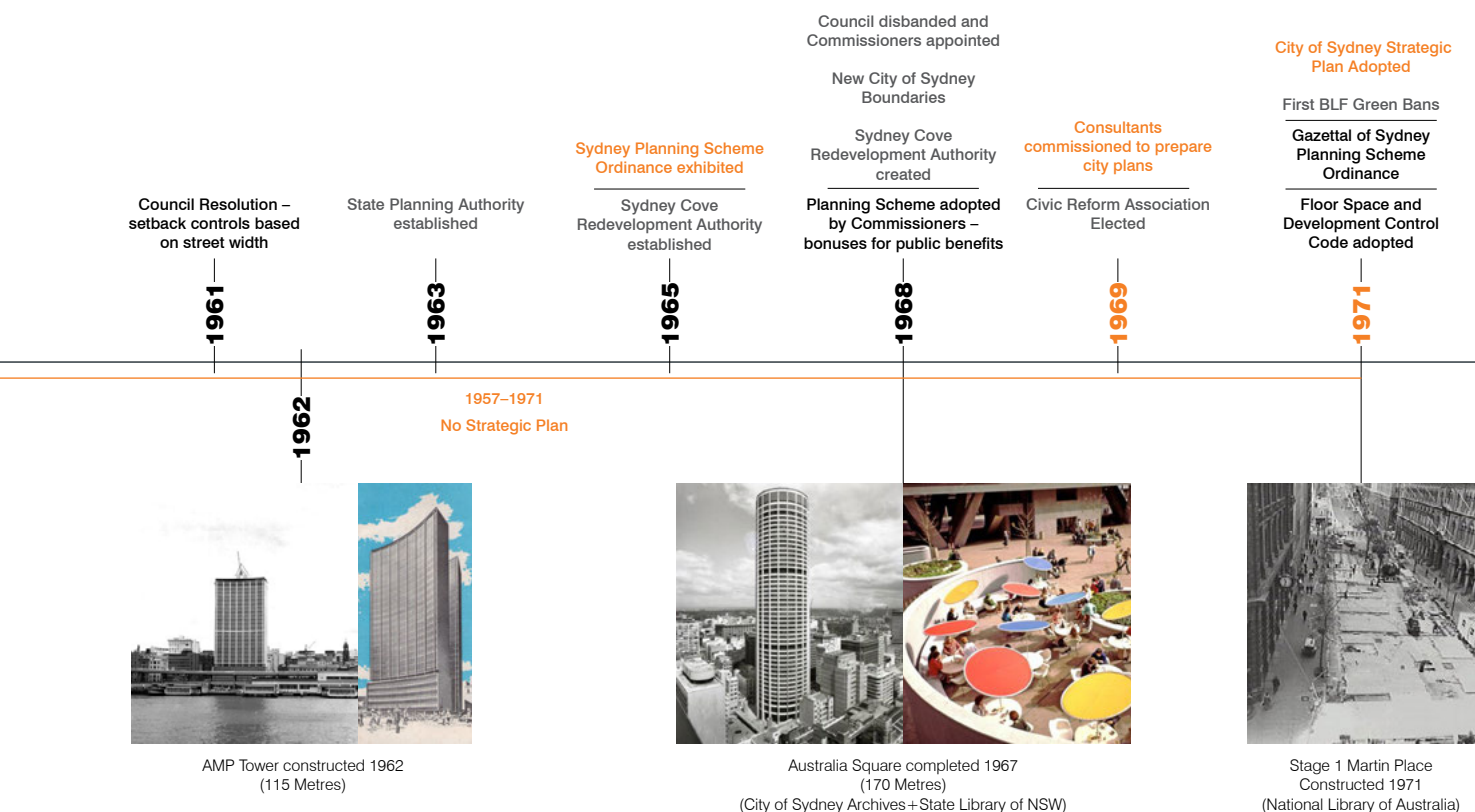
Building heights remained uniformly between 10–15 storeys throughout Central Sydney until a 1957 amendment to the Height of Buildings Act that removed height restrictions. Once lifted, high-rise buildings started to transform Central Sydney's skyline, coinciding with the beginning of Australia's most frenzied construction boom, lasting through the 1960s and into the early 1970s, with Central Sydney as its epicentre.

Development activity was concentrated in the vicinity of Circular Quay with a number of buildings achieving floor space ratios of around 15:1. The most intense development in Central Sydney took place in the "golden square mile", which extended from Circular Quay to Martin Place, and from Macquarie Street to George Street.

The Height of Buildings Advisory Committee (HoBAC) was created by the State Government in the late 1950s with the responsibility for making decisions on proposals for buildings above 80 feet in height (24.38 metres);

The heights of tall buildings were determined on a site-by-site basis, and assessed individually by HoBAC. HoBAC considered the floor space ratio (FSR) available on the site, and local considerations, including the overshadowing of public space, wind, heritage buildings, scale and other amenity concerns. HoBAC had significant discretion and there was little consistency in their decisions and floor space ratios could vary significantly from site to site. HoBAC continued to make decisions about tall buildings in Central Sydney until the mid-1980s.

As is the case today, authorisation from the Civil Aviation Authority was also required for the approval of very tall buildings. The AMP building at Circular Quay, completed in 1962, was the first genuine tower building to be assessed by HoBAC, achieving an FSR of 18.7:1 and a height of 383 feet (116.7 metres). This height was not exceeded until Australia Square on George Street was completed in 1966 with a height of 170 metres.



1971: City of Sydney Strategic Plan

The City's first truly comprehensive planning strategy was the 1971 City of Sydney Strategic Plan, which sought to overcome the ad hoc planning of the previous decade, setting out guiding principles to coherently integrate objectives, policies and priorities for planning in Central Sydney.

In the late 1960s, an increasing number of government agencies and "special purpose" authorities had authority for development in the City of Sydney. The City of Sydney, HoBAC, the State Minister for Planning and the Land Tribunal all had responsibility for decisions. The Electricity Commission, Board of Fire Commissioners, Maritime Services Board, Department of Main Roads, Railways Department and Department of Road Transport each had control over parts of Central Sydney but none were accountable to the City of Sydney. The Sydney Cove Redevelopment Authority (established in 1968) had significant land control responsibilities within the City of Sydney area.

But until the early 1970s, there was no overarching plan for the governance, shaping and forming of Central Sydney – neither a framework nor guidance for how multiple agencies could coordinate their responsibilities. So, the 1971 plan heralded an ideological shift in the way the City of Sydney and the State Government planned for the growth of Central Sydney: towards collaborative and shared decision-making, and away from the fragmented approach – including the discretionary development decisions made by HoBAC – that dominated the previous decade.

The 1971 plan considered the economic, social and physical environment of Central Sydney, proposing 16 key policies. It divided the then larger Central Sydney into 33 precincts, each with some unity in terms of their intended form and function. It

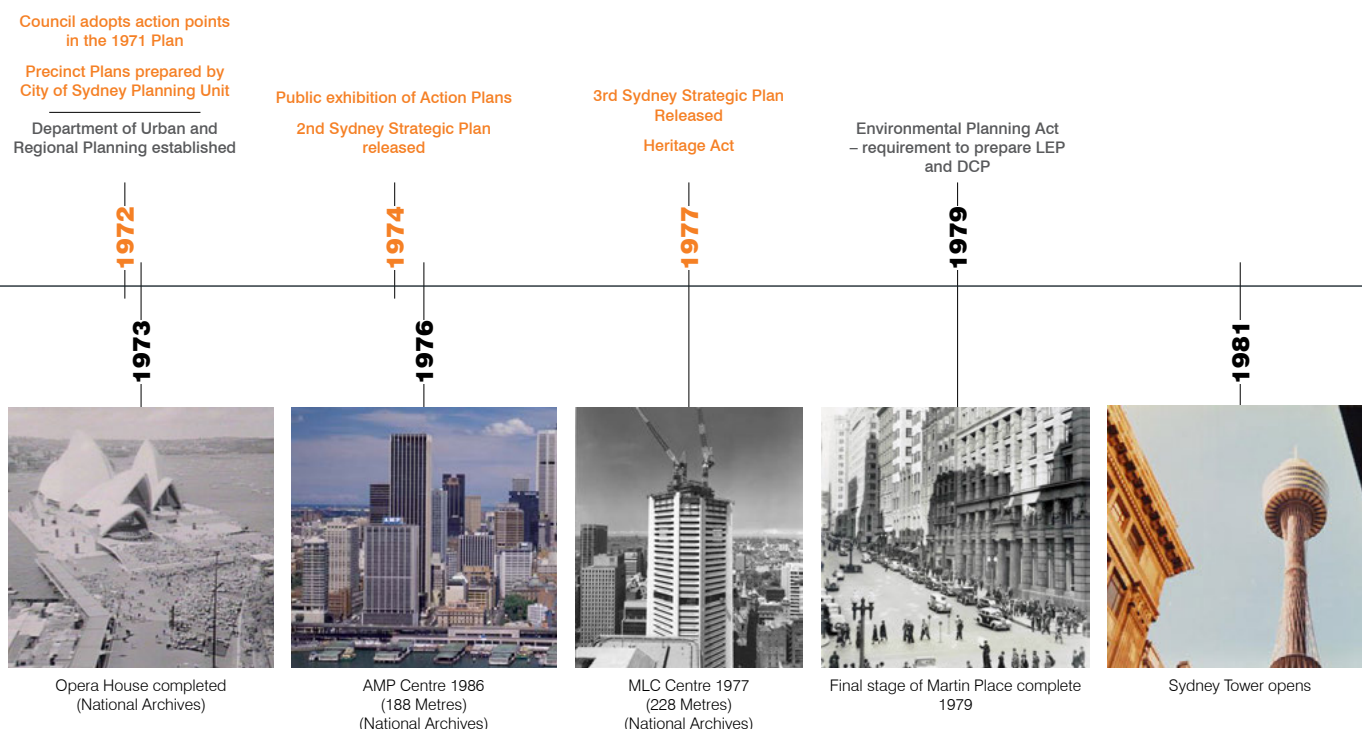
proposed precinct-based development controls, floor space incentives, and incentives to retain heritage buildings. It also included an ambitious plan to connect pedestrians, public transport and car parking. It became the blueprint for Central Sydney's future growth and development:

"...a landmark plan in Australian planning in terms of its analytical depth, comprehensiveness, detail and policy sophistication. It was politically astute in its clear statement of objectives, supporting policies and implementation devices, though it was never approved by the State." (Punter, 2004)

The plan was adopted by the City of Sydney Council in August 1971 and reviewed every three years until 1983. The initial 1971 plan was largely concerned with the form and function of Central Sydney, whereas later iterations became increasingly focused on the Central Sydney's economic role as an emerging global city in the 1980s.

However, the 1971 plan faced challenges. It was compromised by the prevailing development control process. This was unpredictable and susceptible to political lobbying from developers seeking approval from agencies most likely to give them the most beneficial outcome.

Another challenge was that its release coincided with the State Government's gazettal of the revised City of Sydney Planning Scheme Ordinance, which was initially exhibited several years earlier. The 1971 Ordinance comprised a limited range of planning controls devised in the early 1960s and the controls were effectively obsolete by 1971. However, unlike the 1971 plan, the Planning Scheme Ordinance had legal status, and continued to influence development decisions, undermining many of the goals of the 1971 plan throughout the 1970s and into the 1980s.



Despite this, the 1971 plan had positive results. For its time, it included detailed and progressive planning initiatives and concepts. These were influential in shaping Central Sydney in the decades that followed, and many of the City's existing planning controls have evolved from the vision of the 1971 plan. For example, when the 1996 Local Environment Plan (LEP) and Development Control Plan (DCP) came into effect, the new planning controls were influenced by the overall form of the city and skyline as envisaged by the 1971 plan.

1971: Development Control and Floor Space Ratio Code

Floor space ratio controls appeared shortly following the publication of the 1971 plan, and the Development Control and Floor Space Ratio Code (the Code) was adopted by the City of Sydney. Base level floor space ratios for a wide range of Central Sydney precincts were set out in the Code, along with maximum floor space ratios – which could only be achieved after applying bonus provisions. Maximums could not be exceeded in any circumstance.

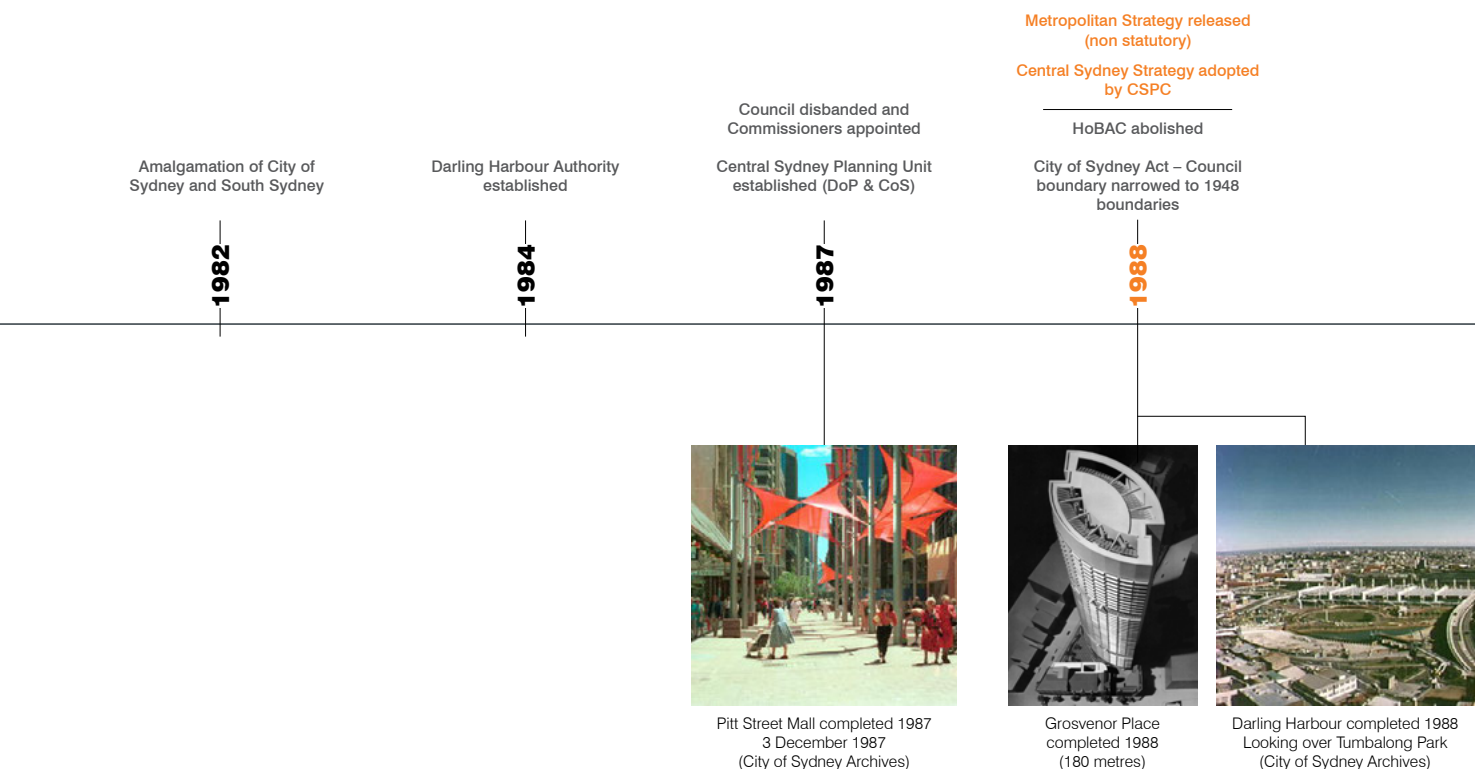
The Code was largely the City of Sydney's policy response to the considerable number of building approvals arising from the 1960s investment boom. A laissez-faire approach to development decisions in the previous decade resulted in 162 building schemes with FSRs of over 10:1 being approved between 1967 and 1969. This increased the potential supply of office floor space by five times. While many of these schemes would never be built, the development of a number of large Central Sydney sites stagnated for many years as a result of over-generous planning consents. So the Code gave the City of Sydney a degree of control over the supply of floor space and to achieve some amenities in the absence of prescribed building form controls.

Bonus provisions provided an incentive for public facilities to offset the high density of development that the floor space ratios generated with public amenities. This included facilities such as plazas, through-site links and retail frontages and potentially could increase the available base 6:1 floor space ratio to a maximum of 12.5:1. A floor space ratio of 12:1 was established in the City Core, with 10:1 in the Midtown and Southern precincts. These bonuses were also available for desirable uses within precincts, such as hotel or residential development. And Bonus No. 6 was a measure designed to encourage the protection of heritage buildings by permitting the sale or transfer of development potential.

A key limitation of the Code was that it did not consider building form or environmental impact issues, only the fulfilment of the bonus. Development proposals were able to exploit the bonus provisions to achieve the maximum permissible floor space ratio. Even though the maximum was intended to be the exception, it became the norm and led to very large buildings in a number of precincts.

Looking back, the Code had a strong influence on development but with mixed success. This was because it wasn't backed up by development controls that addressed the amenity issues that have since become a normal part of detailed development control plans. The bonus provisions resulted in a number of redundant building elements that contributed little value as civic assets. Poorly designed buildings with excessive bulk, wind impacts, intrusive car parking ramps, poor access and underutilised plazas were a direct result of a lack of prescribed amenity and design controls:

"Foremost among these were the T&G Building with its bare plazas, missing pedestrian links and shadows cast across



Hyde Park in the afternoon, and the Lanray Centre (Hilton) with its demolition of the Royal Arcade, inaccessible and oppressive shopping plaza and car parking ramps that blighted Pitt Street.

There were partial design successes like Harry Seidler's MLC Centre, where architectural ingenuity created an excellent urban space, but where the 68-storey tower interrupted the street pavement and overshadowed Hyde Park." (Punter, 2004)

Despite attempts to assign precinct-based floor space ratios, the floor space code did little to reign in the surplus of development consents. The bonus system did, however, provide an incentive to renegotiate some approvals from previous years.

1972–1987: Limited implementation of the 1971 plan

Making progress on the objectives of the 1971 plan was a challenge, despite much work and analysis by the City of Sydney into, for example, reductions of FSRs in the Midtown retail area and fringes of the central spine, and the mapping of maximum building heights. Jurisdictional issues created barriers. A range of committees, agencies and tribunals continued to be responsible for decision-making and lacked coordination.

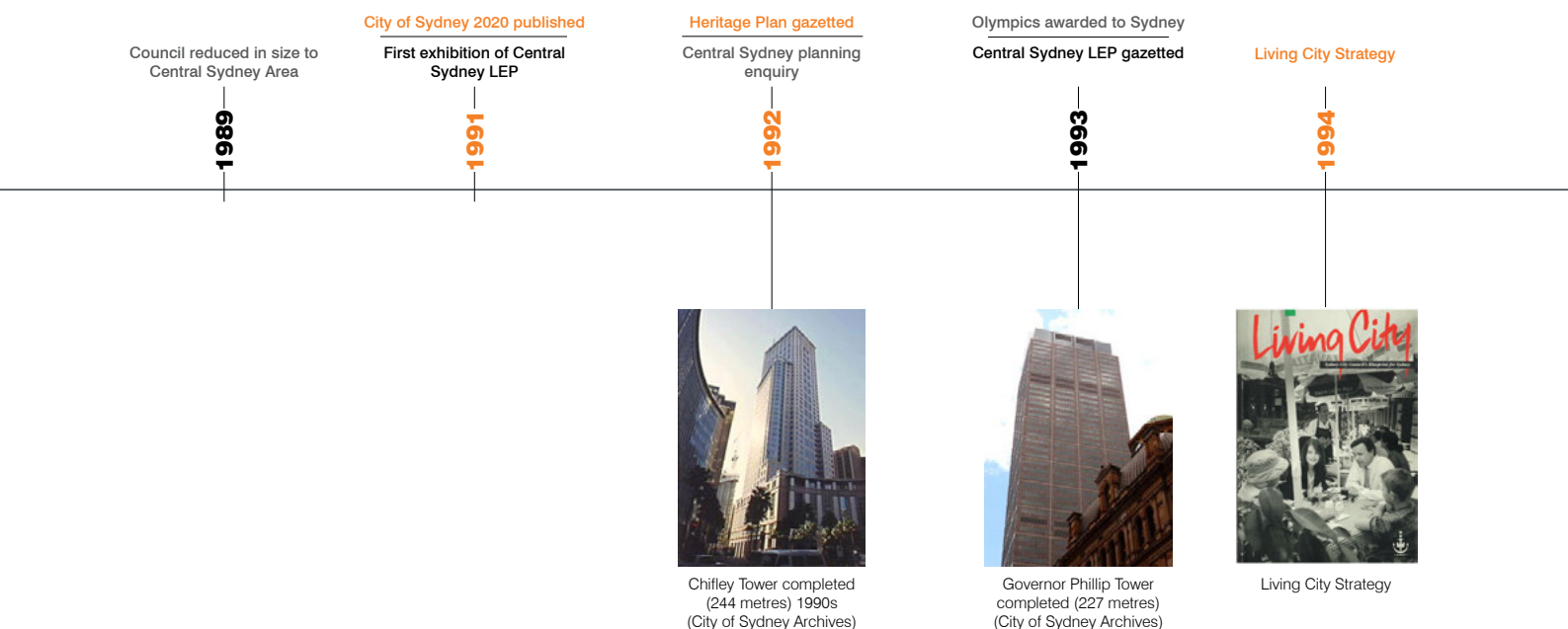
In 1972, a Professional Planning Unit was set up by the City of Sydney and commenced work on 27 action plans to achieve the goals and objectives of the 1971 plan. The unit worked with 14 consultant groups, and took 3 years to complete the action plans. The action plans covered all physical areas of Central Sydney and included detailed pedestrianisation schemes, and

district plans and policies for residential and redevelopment areas. The action plans foreshadowed a "character area" approach to the development of planning controls.

A Transfer of Development Rights mechanism was also prepared to compensate owners of heritage buildings for the loss of development rights, removing incentives for demolition. However, this "Heritage Floor Space" (HFS) scheme had little early impact because bonuses for public amenities were easily accessible to developers. The "Green Bans" of the early 1970s had a much greater impact upon heritage conservation in Central Sydney. The Builders Labourers Federation (BLF) refused to demolish any buildings that the National Trust recommended for preservation, or any of the heritage-classified buildings in Central Sydney. The lasting legacy of the BLF:

"... changed public opinion on the inevitability of insensitive change and [prompted] State legislation on environmental protection, heritage and environmental planning in 1979." (Burgmann and Burgmann, 1996).

Thus, in the absence of implementing the 1971 plan, the modern New South Wales planning system was established in the form of statutory LEPs and DCPs that arose out of the new 1979 environmental planning act. It wasn't until the mid-1990s that the City of Sydney could implement this system by way of its own new planning controls.



1988: Central Sydney Strategy 1988

Following the dismissal of the City of Sydney Council by the State Government in 1986, the Central Sydney Strategy was released in 1988, replacing the 1971–1983 strategic plan series. The 1988 strategy provided a revised framework for detailed planning and decision-making for Central Sydney, drawing elements from previous strategies. The 1988 strategy was jointly prepared by the City of Sydney and the NSW Department of Planning, and progressed many of the innovative ideas and principles of the 1971 plan.

The 1988 strategy outlined future directions for the growth and functions of Central Sydney and its surrounding areas, set upper limits for height and floor space, revised development control standards, and identified areas of Central Sydney which have an individual character that required protection.

The 1988 strategy had three themes – “central place”, “special place” and “place for people”. In addition to the traditional Central Business District, it redefined the “City Centre” to include the Sydney Cove Redevelopment Area, Darling Harbour, Ultimo, Pyrmont and Central Railway.

At the time of the 1988 strategy’s release, a complex patchwork of “planning instruments” applied in the City of Sydney Council area, many applying to single sites. There was also growing concern about the effect of development on Central Sydney’s environment, including the loss of important streetscapes and buildings, the overshadowing of parks and places, the loss of views, and wind effects. Increasing pressure for higher and larger buildings and to exceed floor space ratio controls coincided with community concerns about Central Sydney’s environment.

A number of principles and initiatives in the 1988 strategy were antecedents to the controls in the Sydney Local Environmental Plan 1996. The 1988 strategy was growth oriented and aimed to accommodate a growing workforce. It proposed to replace the complex bonus system of the 1971 Development and Floor Space Code with a basic FSR of 10:1 and a bonus of 2.5:1 for the purchase of unrealised floor space from heritage sites.

Significantly, it proposed a comprehensive set of 22 urban design and heritage principles that eventually translated into detailed urban design controls in the Central Sydney DCP 1996. These principles have since had a significant impact on city form, and continue to underpin the City’s LEP and DCP controls.

The 1988 strategy was a further ideological shift in the way that Central Sydney is planned – and represented a key division from previous practices. This ideological shift had two dimensions. Firstly, the 1988 strategy was oriented much more towards urban design and environmental outcomes. Although the 1971 plan strongly signalled the adoption of urban design controls, it did not include a comprehensive urban design plan to guide development. Secondly, the 1988 strategy heralded a transformation in planning governance to a partnership model with shared values about the importance of economic planning.

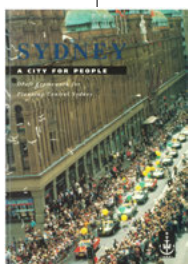
1991–1996: The evolution and outcomes of the Central Sydney LEP and DCP 1996

The initial outcome of the 1988 Central Sydney Strategy was the public exhibition of a draft LEP and draft DCP in 1991. These set out the planning controls for Central Sydney with an unprecedented level of detail and sophistication.

Sydney: A City for People
– Framework for Planning
Central Sydney exhibited with
new controls

Central Sydney LEP and DCP
amendments

1995



Sydney: A City for People
Draft Framework for
Planning Controls

New LEP and DCP gazetted

1996

Sydney Harbour Foreshore
Authority formed

Review of LEP

1998

Sydney Olympics

Amendment to 1996
LEP

Design excellence
process introduced

2000



Aurora Place completed 2000
(219 metres)
(City of Sydney Archives)



ABN AMRO Tower completed
(218 metres)
(National Archives)

2001

Although the draft LEP included few development standards, it did include floor space ratio controls. Six precinct-based FSRs were prescribed: FSRs ranged from 2:1 in Millers Point to 6:1 in Railway Square with no bonuses available in these areas; in other parts of Central Sydney, a base floor space ratio of 10:1 applied, with an additional 2.5:1 available for heritage conservation or the provision of significant public benefits.

The 1991 draft controls were controversial and never adopted. In response to submissions, the Central Sydney Planning Committee appointed an independent panel (the Panel) to recommend appropriate planning controls. The Panel recommended that a development control system be adopted which contained mandatory urban design controls in an LEP (e.g. height, bulk and floor space ratio) and non-mandatory urban design controls in a DCP (e.g. parapet heights, setbacks, building alignments, colours and materials, and measures to protect pedestrian amenity).

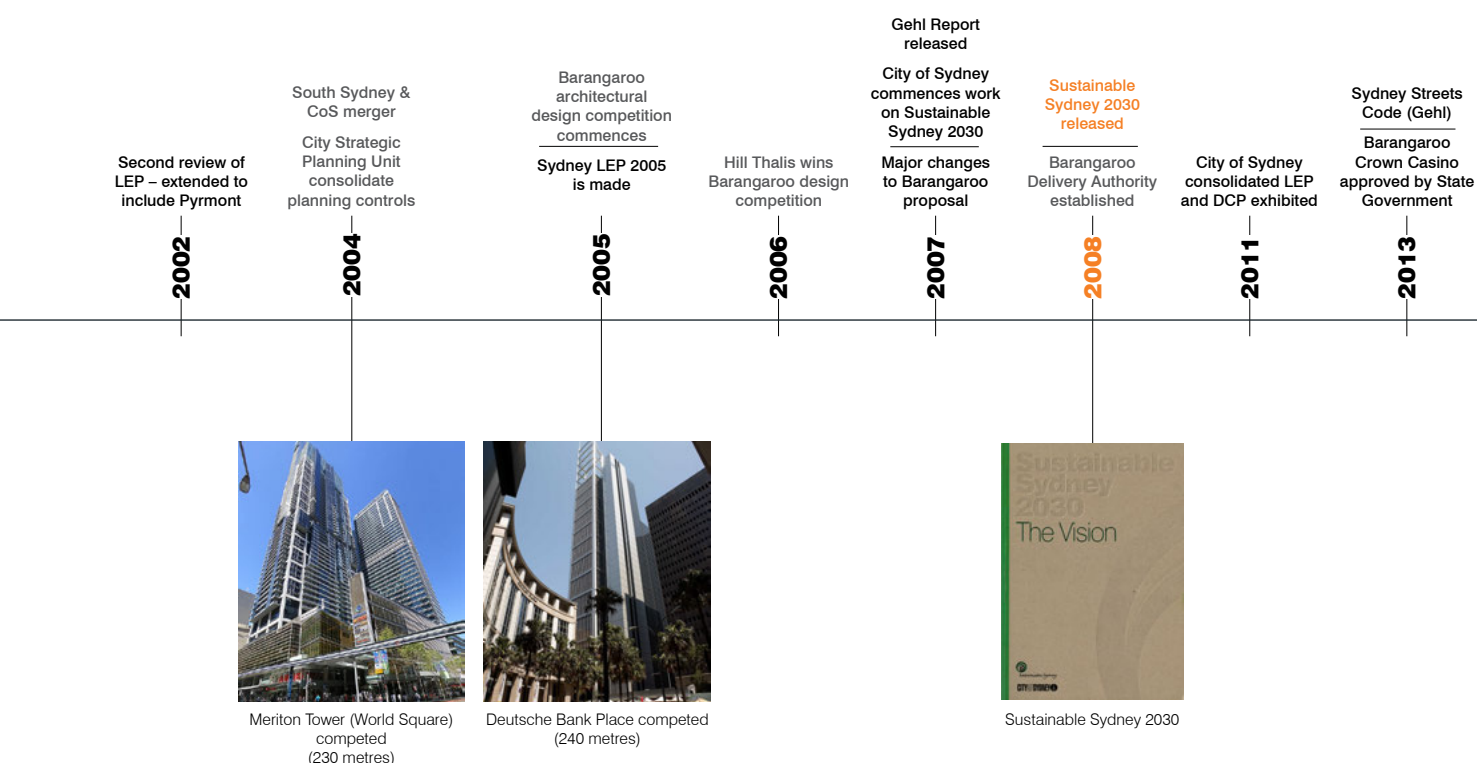
The Panel also identified that an improved system for the conservation of heritage buildings was needed, and recommended that special areas be identified for detailed development controls and that floor space bonus provisions be abandoned except for heritage conservation (recommending a base FSR 7:1 and maximum of 14:1). It also made recommendations on podium dimensions, maximum height and maximum floor plate size.

On consideration of the Panel's recommendations, an interim City Centre Local Environmental Plan was created in 1993 to implement the principles of the 1988 strategy. This plan was effectively a stop-gap measure while the 1991 draft controls were reviewed and redrafted. The draft 1991 controls were then replaced by a new draft Central Sydney LEP and DCP, exhibited in 1995, which responded to the recommendations made by the Panel.

The major determinants of urban form enshrined in the City of Sydney's current LEP were included in the 1995 LEP (e.g. floor space ratios, building height, sun access planes and car parking standards). Also, a detailed zoning map was introduced that effectively "downzoned" parts of the city where conservation or city edge issues were considered important. Maximum building heights were mapped, as well as a schedule of sun access planes to ensure direct sunlight on key public spaces. There were also special controls preventing additional overshadowing and to protect street and skyline amenity and microclimate.

The 1995 controls were not fully adopted because they were seen by the Central Sydney Planning Committee as too prescriptive; it was not until May 1996 that they adopted a revised LEP. The 1996 LEP was broadly similar to the exhibited LEP but emphasised Central Sydney's role in a global city. The height map was also changed to allow a maximum building height of 235 metres within two areas – around George and Liverpool Streets (around the current World Square site), and between Bridge and Hunter Streets. Bonuses were available for hotel and residential development, allowing them to exceed the maximum FSR of 12.5:1. A key aim of this policy was to increase the feasibility for hotel and residential projects while the commercial office market was experiencing a downturn.

The 1996 LEP contained several time-limited FSR incentives specifically tailored to encourage the development of hotels and serviced apartments in the lead up to the 2000 Olympics and to address vacant sites. Largely as a result of the 1991 recession, Central Sydney was populated by 22 vacant development sites where buildings had been demolished or sites excavated and redevelopment had not been completed.



A bonus above the maximum FSR was permitted for hotel and serviced apartments which commenced construction prior to 1 January 1998 but the bonus was only achievable if the buildings were approved for occupation before July 2000. The bonuses allowed hotels a maximum FSR of 14:1 and 15.5:1 for serviced apartments (without the need to purchase heritage floor space). By 1999, the 22 vacant sites were reduced to five.

In response to developers giving preference to the eastern side of Central Sydney, where views of the Harbour and parks could be achieved, the 1996 plan provided an additional bonus of 1:1 FSR for development approved prior to January 2002 along the western corridor of the CBD (i.e. generally considered land between York Street and Darling Harbour).

In the mid- to late 1990s, Sydney's high-rise residential development principally occurred in Central Sydney. This development was largely enabled by the Living City policy which envisioned a 24-hour city with a strong residential presence. The Living City vision was crystallised by planning controls within the 1996 LEP that permitted higher FSRs for residential, hotel and serviced apartment development compared to commercial development.

2000 and beyond: design excellence

During the 1990s, developers expressed an increasing desire to deliver high-quality tower buildings designed by renowned architects. This was largely driven by economic imperatives – iconic buildings provided opportunities to maximise floor space and attract commitments in advance from high-status tenants.

From the mid-1990s, approvals were given to a number of architecturally innovative commercial tower projects that have transformed Central Sydney's skyline. Examples include the ABN AMRO (Aurora Place) tower designed by Renzo Piano and Deutsche Bank Place designed by Norman Foster and Partners.

By the late 1990s, design excellence was an established policy position of the City of Sydney. Development applicants had to demonstrate how design excellence would be achieved, and buildings were subject to open or limited architectural competitions, or designed by renowned architects.

Design excellence was initially formalised by the City of Sydney's planning controls in 2000. The controls require that a building envelope is approved for buildings above 55 metres in height or on sites exceeding 1500 square metres, and then required to undergo a design excellence process. This can be done through a competitive architectural design process or through the consideration of design alternatives.

Since 2000, there have been over 150 design competitions held in the City of Sydney, making high-quality building design a key defining feature of all new buildings in Central Sydney.

2.1

City of Sydney, by M. S. Hill
3 September 1888



2.2

The Central Spine, 1960
1971 Central Sydney Strategy



2.3

The Central Spine, 1970
1971 Central Sydney Strategy



2.4

Sydney today
Source: Sydney Aerial
Photography, 2015,
Sydney Images



2.2

Policy and governance

This sub-section describes the Strategy's guiding documents and governance. It outlines how the Strategy is overseen, what coordination and collaboration is needed to do this, and what roles and responsibilities are assigned to each stakeholder.

Guiding documents

While the Central Sydney Planning Strategy represents an evolution of the 1971 Strategic Plan, it has its foundation in two other key plans: the City of Sydney's 'Sustainable Sydney 2030' and the NSW government's A Plan for Growing Sydney.

Sustainable Sydney 2030

Sustainable Sydney 2030 is a community strategic program for the City of Sydney's sustainable development to 2030. Created in 2007 with the help of tens of thousands of Sydneysiders, it established a vision for the City of Sydney as green, global and connected. Sustainable Sydney 2030 represents a set of goals that transforms the way we live, work and play, and is the cornerstone of all of the City of Sydney's work. It is based on how residents, visitors, workers and businesses described the kind of city they wanted: a city that cares about the environment, has a strong economy, supports the arts and that connects its people to each other and to the rest of the world. The Strategy is inspired by and is consistent with the goals of Sustainable Sydney 2030. The Strategy envisions a plan for Central Sydney that reaches not only to 2030, but beyond.

A Plan for Growing Sydney

The NSW Government envisions metropolitan Sydney as a strong global city and a great place to live. To achieve this, A Plan for Growing Sydney (the Plan) sets four goals, intending that metropolitan Sydney will be:

- A competitive economy with world-class services and transport
- A city of housing choice with homes that meet our needs and lifestyles
- A great place to live with communities that are strong, healthy and well connected
- A sustainable and resilient city that protects the natural environment and has a balanced approach to the use of land and resources.

The Plan establishes a series of directions for facilitating a competitive economy, housing choices and great places to live in metropolitan Sydney, as well as a healthy environment. The Strategy is consistent with these goals and directions.

Planning for the growth of a global Sydney

What makes metropolitan Sydney a "global city" is linked to a broad range of factors, not only population size, growth rate or the height of buildings – but include also our economy, human capital, liveability, cultural offerings, accessibility and environment. Metropolitan Sydney is one of the world's highest ranked global cities.

Central Sydney's growth should not be at the expense of its global status. The challenge for Central Sydney is to ensure it can accommodate reasonable growth to support its role in a multicentre metropolitan Sydney. The challenge for metropolitan Sydney is to enhance transport and technological connections between its centres to encourage growth and the fast and effective flow of capital, trade, ideas and people.

Both Sustainable Sydney 2030 and A Plan For Growing Sydney include strategic objectives for maintaining and growing a global metropolitan Sydney. The Strategy aligns to these objectives, as outlined below in Sustainable Sydney 2030's and the Plan's opening directions.

Sustainable Sydney 2030

- *Strategic Direction 1 – A globally competitive and innovative city*
- *Objective 1.1 – Plan for growth and change in the City Centre*
- *Action 1.1.1 – Ensure the City Plan provides capacity for employment growth in the City*
- *Action 1.1.3 – Plan for long-term increased development opportunities*

A Plan for Growing Sydney

- *Direction 1.1 – Grow a more internationally competitive Sydney CBD*
- *Action 1.1.1 – Create new and innovative opportunities to grow Sydney CBD office space by identifying redevelopment opportunities and increasing building heights in the right locations.*
- *Action 1.1.2 – Create new opportunities to grow Sydney CBD office space by expanding the CBD's footprint, particularly along the Central to Eveleigh corridor.*

Employment growth is key, and the Strategy plans for and provides capacity for it, noting that Central Sydney's ability to accommodate employment growth, and therefore compete for capital, business, visitors, knowledge workers, and academics and their students, is intrinsically linked with the ability for metropolitan Sydney to maintain its global status.

2.5

What makes Sydney “global”?

Reason	City Ranking	Index
Business	6 of 30 (up from 12)	PwC Cities of Opportunity 2014 – Ease of doing business index
Connectedness	5 of 30 (up from 17)	PwC Cities of Opportunity 2014 – City Gateway index
Cost	7 of 30 (up from 26)	PwC Cities of Opportunity 2014 – Cost
Economy	15 of 84 (up from 21)	Financial Centres Futures – Global Financial Centre Index 2015
Education	4 of 50 (#4)	QS Top Universities – Best Student Cities 2015
Health and Safety	4 of 30 (down from 3)	PwC Cities of Opportunity 2014 – Health, Safety and Security Index
Infrastructure	13 of 30 (up from 24)	PwC Cities of Opportunity 2014 – Transportation and Infrastructure Index
Innovation	17 of 445 (up from 20)	2thinknow – Innovations Cities Index 2014
Liveability	5 of 25 (up from 11)	Monocle's 2015 Most Liveable Cities
Reputation	1 of 100 (up from 3)	Reputation Institute – City RepTrak Index 2015
Social and Cultural Life	8 of 40 (up from 10)	The Mori Memorial Foundation Institute for Urban Strategies – Global Power City Index 2015 – Cultural Interaction Index
Sustainability and Natural Environment	1 of 30 (#1)	PwC Cities of Opportunity 2014 – Sustainability and the Natural Environment Index
Technology	16 of 30 (down from 13)	PwC Cities of Opportunity 2014 – Technology Readiness index
Tourism	4 of 25 (up from 7)	Condé Naste Traveller – Top 25 Cities in the World to Visit 2015

Coordination and collaboration

Governance structures make a difference in how cities respond to challenges, and how they implement effective city planning. Many major cities overseas have regional governance structures or “city governments” that cover an entire metropolitan region. These can be either unitary governments where the metropolitan council looks after all local government services (for example, Shanghai and Toronto) or a two-tier structure, as in London, where local services are provided by local councils, but a metropolitan body looks after broader issues.

The governance structure of Central Sydney has generally reflected a multi-tier structure. During the history of Central Sydney, a number of its functions and areas of responsibility have been transferred in whole or part to various boards, commissions, trusts and departments established by the State. The more important of these areas are social housing, major roads, water, sewerage, drainage, electricity, many aspects of health and welfare, and urban planning and development approval for “State-significant” sites and development types.

The effect of this gradual erosion of responsibility is that the City of Sydney finds it increasingly more challenging to deliver consistent, streamlined and certain outcomes, especially in the areas of urban renewal precincts, transport and development control. In these areas, there are perceived conflicts of competing strategic priorities and outcomes, and considerable duplication of responsibility and activity.

To address this, the Strategy aligns with state-level frameworks so that the City of Sydney can have a meaningful and productive working relationship with the State, particularly with the Greater Sydney Commission. The Greater Sydney Commission is a dedicated new body with the responsibility for coordinating the various State agencies to ensure that growth is aligned with infrastructure and delivered in the right places at the right time.

At the same time, the two committees that govern the Strategy, the Central Sydney Planning Committee and the Central Sydney Traffic and Transport Committee, represent collaboration between two tiers of government; each committee’s membership represents both the City of Sydney and NSW State. Through these two committees, the City of Sydney can be confident that a whole-of-government approach will contribute to strong, collaborative and effective city planning.

Roles and responsibilities

Clarifying the roles and responsibilities of the city in urban planning is necessary and useful. The City of Sydney’s roles and responsibilities are defined by the New South Wales (NSW) Local Government Act 1993. The basic functions of local councils are:

- **Service functions** – such as providing and maintaining community, health and recreation facilities and municipal, transport and housing services
- **Regulatory functions** – such as development approvals, orders and building certificates
- **Ancillary functions** – such as resumption of land and the power of entry and inspection
- **Revenue functions** – including rates, charges, fees, borrowings and investments
- **Administrative functions** – such as employment of staff, urban planning and reporting
- **Enforcement functions** – such as prosecution of offences, and recovery of rates and charges.

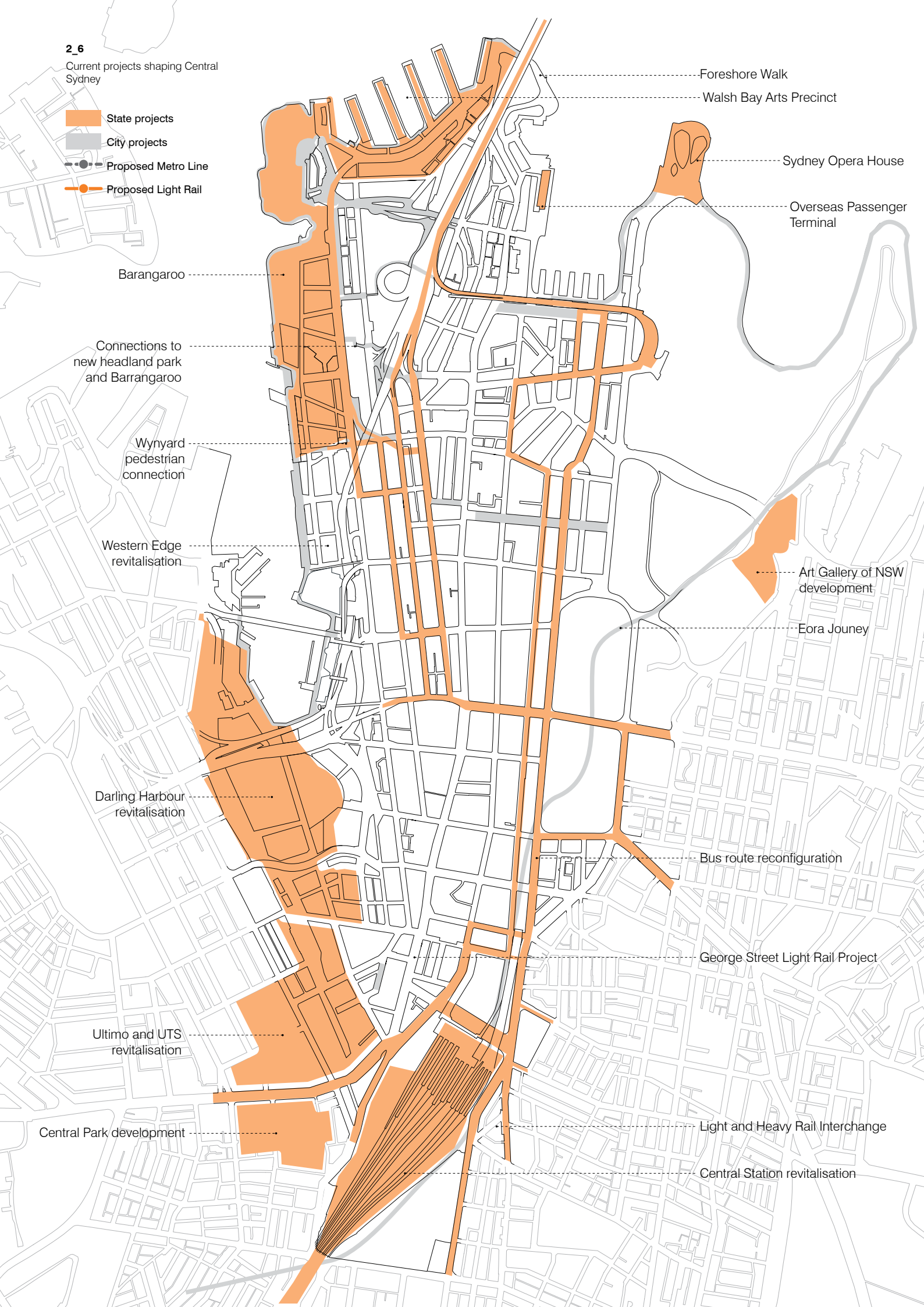
While the City of Sydney’s core service and regulatory roles are defined principally by this legislation, it plays a wider role as an advocate and a partner in planning and funding. The City of Sydney also addresses broader issues identified of strategic importance and which impact on our communities.

Planning and development in the heart of metropolitan Sydney, which contains the Metropolitan Centre, is of fundamental importance not just to the City of Sydney but to the whole State and beyond. Therefore, a workable and democratic mechanism for integrated City–State environmental planning and development control is essential. The City of Sydney Act 1998 represents this mechanism and contains roles and responsibilities specific to Central Sydney. It acknowledges the unique development environment of Central Sydney, as compared to other centres across metropolitan Sydney, and at the same time the imperative that purely local planning and development control remains at council level.

2.6

Current projects shaping Central Sydney

- State projects
- City projects
- Proposed Metro Line
- Proposed Light Rail



2.3

People

The City of Sydney is one of the largest, fastest growing and most dynamic local government areas in Australia. Central Sydney is its heart, currently host to nearly 300,000 workers, over 27,000 residents and 480,000 day visitors including a significant share of metropolitan Sydney's over 10 million annual visitors. The Central Sydney Planning Strategy recognises the importance of people to the city, and its principles and development controls aim to put people first in urban planning.

Workers

Central Sydney is home to Australia's workers of highest value. This means that, at \$104 per hour per worker, Central Sydney has a higher worker productivity than any other Australian centre of employment. This productivity is reflected in the large contribution of Central Sydney and its jobs to the national and state economies: employment in the City of Sydney contributes to over 7 per cent of Australia's GDP and 25 per cent of NSW's GDP.

This means that jobs matter – and contribute to the maintenance and growth, as well as the global competitiveness, of metropolitan Sydney. Continuing to attract workers to Central Sydney has benefits that flow onto the nation and state. With a total workforce population of 300,000 people¹, Central Sydney houses 20 per cent of metropolitan Sydney's workforce. And at over 80,000 jobs per square kilometre, Central Sydney represents one of the highest density CBDs in the world.

This large pool of highly skilled workers and access to an extensive customer base are reasons businesses choose to be located in Central Sydney. So it is essential that the City of Sydney provides business of all types with easily accessible opportunities to grow. This growth must be balanced with sustaining the factors why people choose to work in Central Sydney: for its livability, vibrancy, natural beauty and its strong cultural and community identity.

Since the early 1990s, Central Sydney has experienced steady employment growth. For many, the 2000 Summer Olympic Games represented metropolitan Sydney's first steps onto the world stage, when it first established itself as a truly global city. Even with the economic downturn in 2007/2008 when employment growth dipped, the strength and diversity of Central Sydney's employment sector, with ties to mining profits, strong Asian investment and burgeoning creative clusters, meant that the numbers of employees and businesses has continued to grow in Central Sydney.

The predominant industry sectors in Central Sydney are Finance and Financial Services and Professional and Business Services. These two sectors combined employ over 50 per cent of the workforce, representing the greatest concentration of knowledge-intensive industries in Australia (refer to 2_8).

The composition of workers within Central Sydney varies significantly north and south of Bathurst Street. North of Bathurst Street, unsurprisingly, Finance and Financial Services and Professional and Business Services make up 60 per cent of the total workforce population. South of Bathurst Street, these two sectors account for only around 30 per cent (refer to 2_10).

North of Bathurst Street represents a traditional global CBD in regards to the predominance of office space and a workforce that operates 9 to 5, 5 days a week. The areas south of Bathurst Street are much more diverse. The workforce is more evenly proportioned between retail services, technology services, food and drink premises, and government use – and they use the city and its services in more diverse ways and outside of traditional office hours.

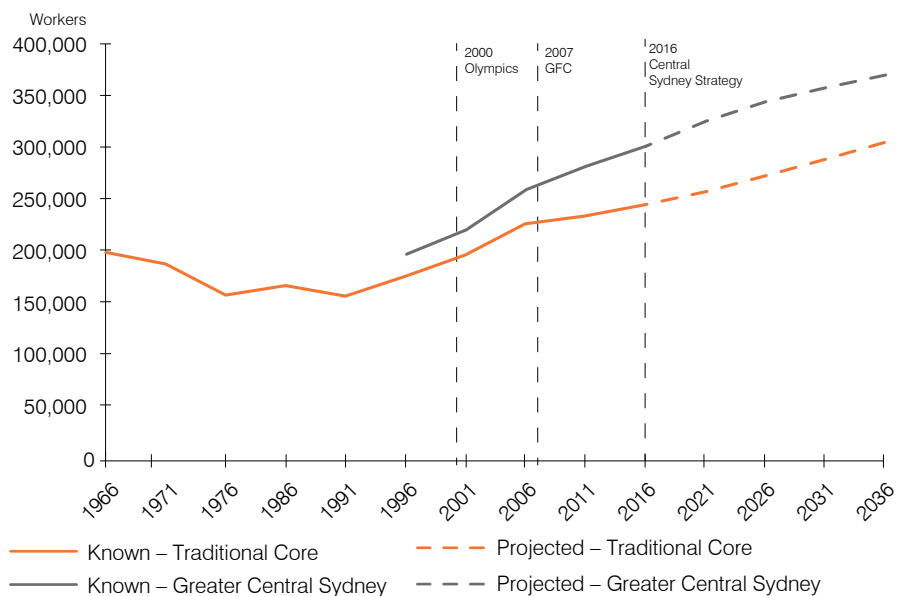
Between 1991 and 2012, Central Sydney's traditional core employment population grew by close to 50 per cent. Employment losses in recent years in Central Sydney are attributed primarily to conversions of employment land and floor space to residential strata developments.

¹ The workforce population of 300,000 represents the worker population for greater Central Sydney as measured in 2012 and estimated for 2015. The estimated growth of these combined areas is shown against the growth of Central Sydney's traditional core in Figure 04_01. The traditional core area growth is provided as a historical reference as data for this area is the most accurate across a larger time period.

2.7

Worker growth – Central Sydney Traditional Core and Greater Central Sydney

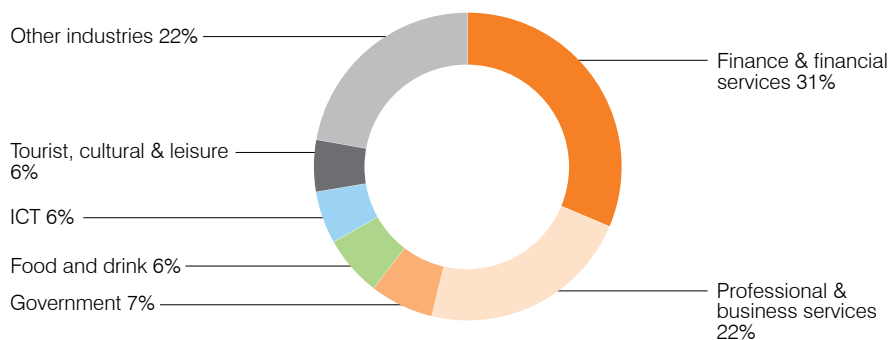
Known and projected 1966–2036



2.8

Workers by industry

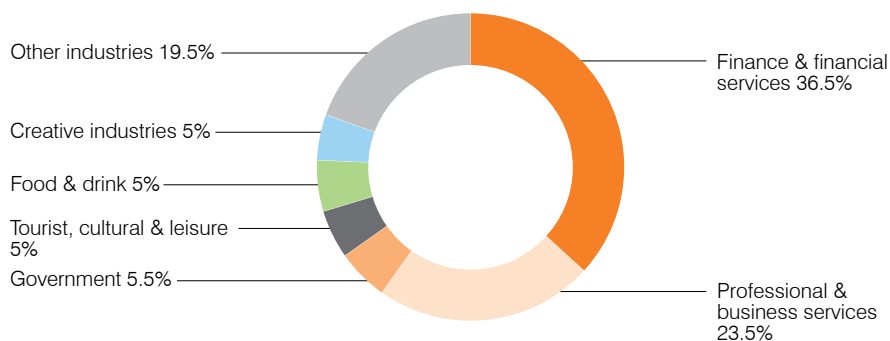
Greater Central Sydney



2.9

Workers by industry

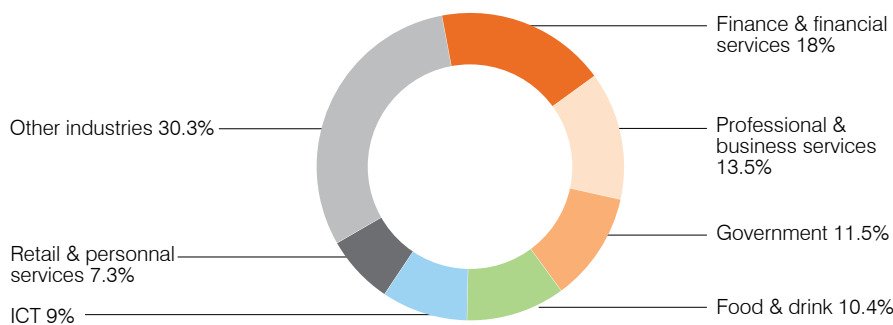
North of Bathurst Street



2.10

Workers by industry

South of Bathurst Street



Residents

Central Sydney is not only a place where people work and visit: people live here. Going about their daily tasks, residents contribute to Central Sydney's vitality as well as the image of Central Sydney as lived in, cared for and looked after.

Central Sydney provides very high amenity for residents. The proximity to the largest concentration of high-wage employment opportunities makes it one of the most attractive places to live in Australia.

Central Sydney has high quality streets, parks and squares and generous continuous public waterfront access. The active transport modes of walking and cycling are more comfortable and safer than many places that lack a growing network of pedestrian connections and separated cycleways. Heavy rail directly connects Central Sydney to other centres within metropolitan Sydney and the surrounding regions. The domestic and international airports are close, making it easier to travel for work and pleasure.

Entertainment that is not available elsewhere in the state is accessible and frequent in Central Sydney. Living in Central Sydney allows one to be within walking distance of opera, symphony and chamber music, musicals, popular music, dance clubs, small bars and a diversity of amazing restaurants. International and local fashion houses, specialist goods suppliers and department stores are also concentrated here.

Much of this amenity is provided for residents throughout metropolitan Sydney and indeed the state; its consequence is that it engenders a high demand for residential accommodation in Central Sydney.

Between 1996 and 2012, the residential population of Central Sydney more than quadrupled from around 6,500 to 25,000 residents, a demonstration of the success of the City of Sydney's Living City Policy (refer to 2_11).

In 2012, the two most populous age groups were of "tertiary education and independence age" and the "young workforce", reflecting a large student population and a highly mobile and educated young workforce (refer to 2_12).

In 2012, approximately 25,000 Central Sydney residents lived in 12,000 dwellings, 85 per cent of which were multi-storey apartments. Occupancy rates were variable depending on location. Between 2007 and 2012, occupancy rates for dwellings north of Bathurst Street fell from 1.75 residents per dwelling to 1.56. Yet south of Bathurst Street, occupancy rates rose dramatically from 2.04 to 2.54 reflecting a predominance of share accommodation.

Central Sydney is multicultural with growing numbers of residents from China, Indonesia and Thailand. Over 75 per cent of the area's residents were born overseas, more than 50 per cent of whom arrived in Australia since 2006. This is the largest concentration of migrants in the City of Sydney, much higher than the City's average of 49 per cent. This community includes international students studying at the University of Sydney, the University of Technology and other educational institutions (refer to 2_13).

Central Sydney is one of the least disadvantaged areas of the City, with the lowest number of low-income households, social housing and single-parent households of Sydney's four city areas. While 23 per cent of Central Sydney households earn more than \$2,500 per week and are considered high income, the average weekly household earnings are lower than other city areas, where closer to 30 per cent of households are high income. This lower average is partly because just 16 per cent of households are high income in the areas south of Bathurst Street, and only 11 per cent in the suburb of Haymarket, the lowest percentage of households in the City of Sydney.

Pockets of disadvantage are concentrated in Millers Point, Dawes Point and the Rocks where social housing has historically been located. However, these communities are undergoing significant change with the NSW Government selling off social housing.

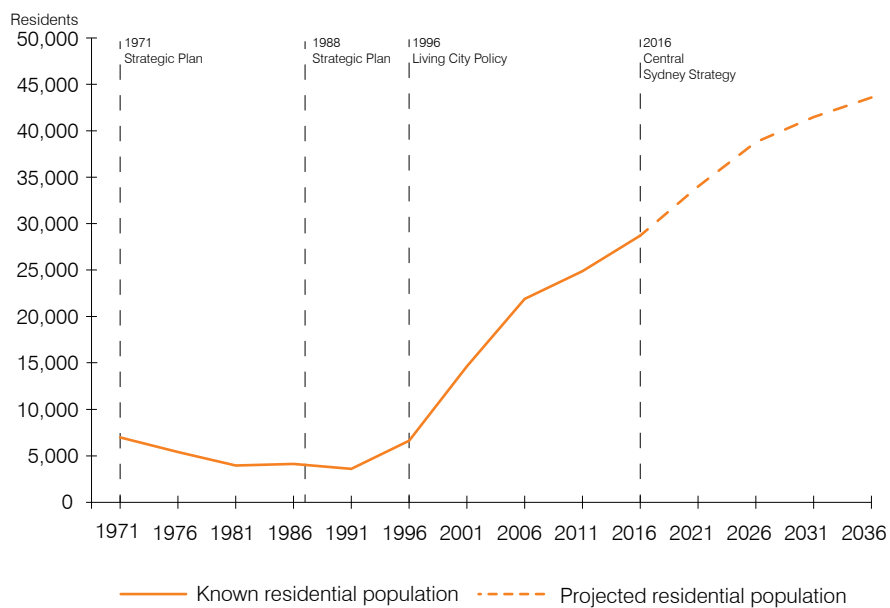
As metropolitan Sydney's social and cultural engine, the City of Sydney is committed to ensuring Central Sydney is welcoming to all and culturally inclusive. The City of Sydney does this by celebrating metropolitan Sydney's diverse community and cultural groups through social, community and cultural facilities; and by providing a diverse choice of housing and workplace.

Central Sydney is of vital importance to community groups across metropolitan Sydney; in turn, communities are valued for contributing to the modern identity and image of Central Sydney as vibrant, multicultural and inclusive. It is therefore important that the economic growth of Central Sydney is balanced with the growth of those facilities and programs that bring value to the residents of Central Sydney, and make metropolitan Sydney a city of choice to move to, live in, work in, visit and enjoy.

2_11

Residential population of Central Sydney

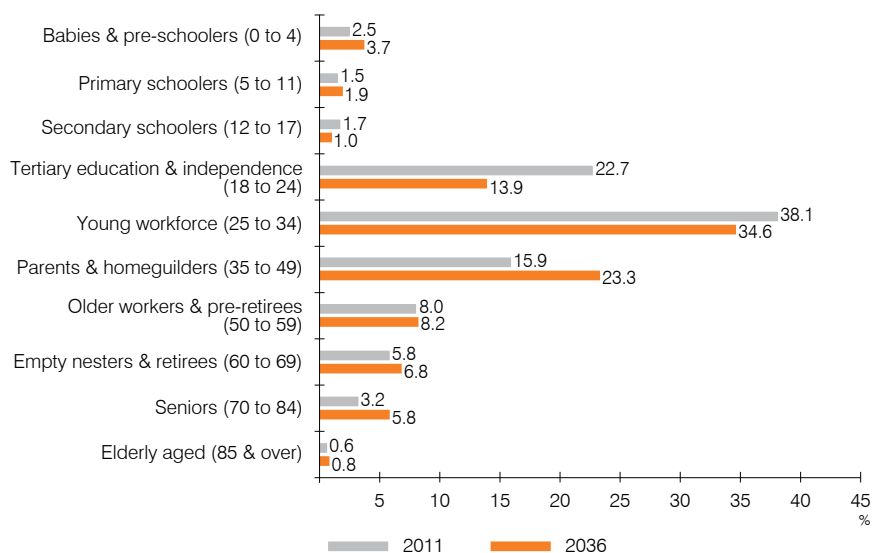
Known and projected 1970–2036



2_12

Residents in Central Sydney

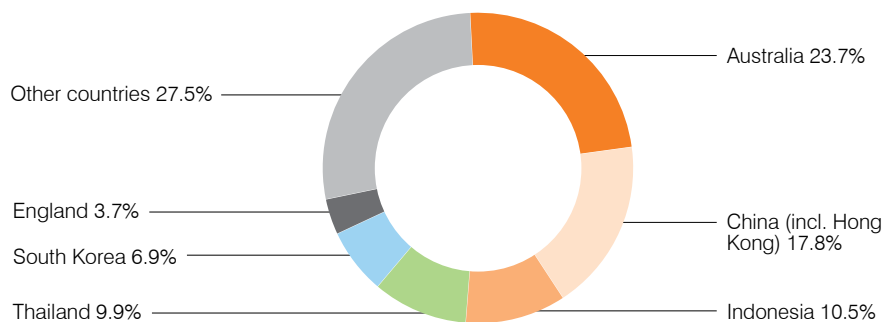
Age profile



2_13

Residents in Central Sydney

Australian-born and migrants (2011)



Visitors

Tourism is one of the fastest growing economic sectors in the world. It contributes significant economic growth and diversification across a wide range of employment opportunities. Tourism generates more than \$30 billion of the state economy every year, and contributes approximately \$36 million a day across metropolitan Sydney.

Metropolitan Sydney is Australia's leading destination for tourists and is the gateway to NSW: it attracted 10.5 million visitors in 2012; 4.3 million of those stayed within the City of Sydney. Those visitors made a significant local economic impact, spending more than \$5 billion in 2012 with around \$1 billion spent on shopping and \$2.8 billion in hospitality.

Because visitors spend their money on a variety of activities – such as accommodation, transport, shopping, restaurants and attractions – a wide range of businesses benefit from across the metropolitan area. The tourism industry supports 10,000 businesses, makes up 11 per cent of Sydney's workforce and provides a total of 47,000 jobs: 26,700 people directly and 20,300 people indirectly employed.

Close to half of all visitors from overseas and two-thirds of international business travellers come to metropolitan Sydney as their first Australian destination, confirming metropolitan Sydney's status as Australia's only global city. In 2011/12, over 2.5 million business visitors from abroad and around the country stayed in metropolitan Sydney.

At the end of 2012, metropolitan Sydney's accommodation providers recorded close to 80 million visitor nights (refer to 2_14). Sydney is home to 60 per cent of metropolitan Sydney's hotel rooms and around 27,500 people stayed within Sydney on any given night in 2012. The majority of hotels are located in Central Sydney, but with a growing number to the south in the precincts surrounding Central Railway Station and Broadway, where a large number of backpacker hostels attract visitors.

Cruise ship arrivals continue to be the fastest growing area of the tourism sector. The 2012/13 season was the busiest on record with 265 cruise ships docking in Sydney Harbour. The combined economic contribution to the NSW economy of the cruise ship industry was \$350 million in 2010/11; this is forecast to grow to \$1.1 billion in 2019/20.

In 2012, about 60 per cent of Sydney visitors who stayed in paid accommodation were leisure travellers, almost 30 per cent were corporate travellers, and about 4 per cent visited for meetings, incentives, conventions and exhibitions (MICE). Although corporate travellers are fewer, they occupy a similar number of rooms as leisure travellers, who tend to have more people per room.

Over the last 10 years, the proportion of corporate and MICE visitors staying in upscale hotels has increased, but there has been a decline of these visitors in standard hotels. Standard hotels have had growth in leisure and education visitors, who are also choosing to stay outside of Central Sydney.

As well as supporting the tourism sector, visitors coming for business, exhibitions, conferences and meetings are important to expanding Sydney's global business networks and opportunities.

Whether Central Sydney remains a popular destination for international visitors is dependent on its ability to respond flexibly to their needs and interests with events, public spaces, and a diversity of accommodation and visitor services that can respond to different levels of demand.

Day visitors and students

On any given day, Central Sydney attracts 480,000 day visitors, who come to shop, be entertained, to learn, to visit friends and to conduct both personal and corporate business. Day visitors combined with international and domestic visitors are responsible for an estimated 20 to 25 per cent of Sydney's retail turnover.

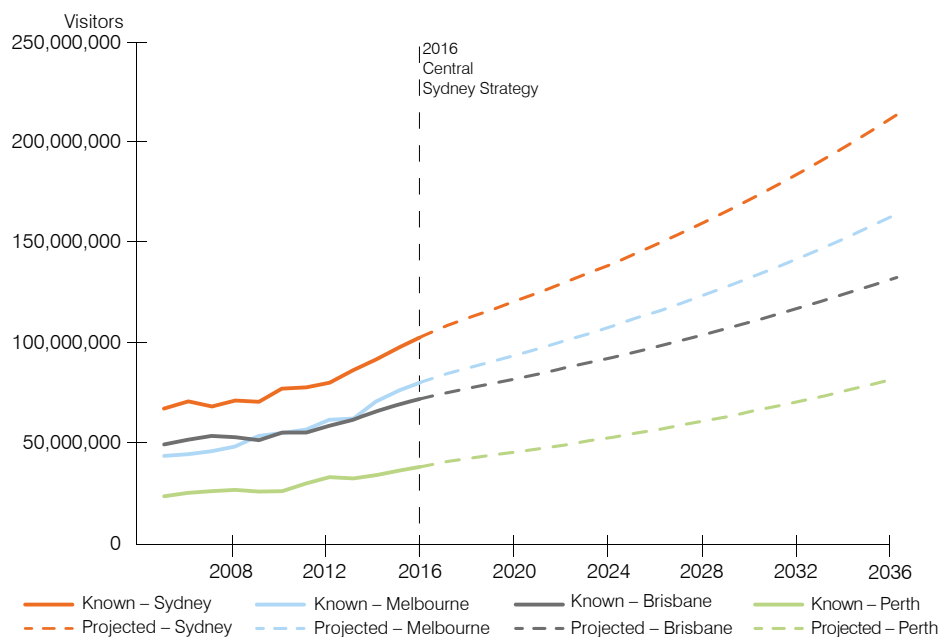
A key category of day visitors are students. Central Sydney is home to Sydney University, the University of Technology and numerous smaller colleges, attracting thousands of students into the city each day. With 35,000 students studying within the City of Sydney each year, their economic contribution and their employment in service industries are crucial elements of Central Sydney's culture and community.

2_14

Annual visitors to major Australian cities

Known and projected 2005–2036 by capital city tourism region

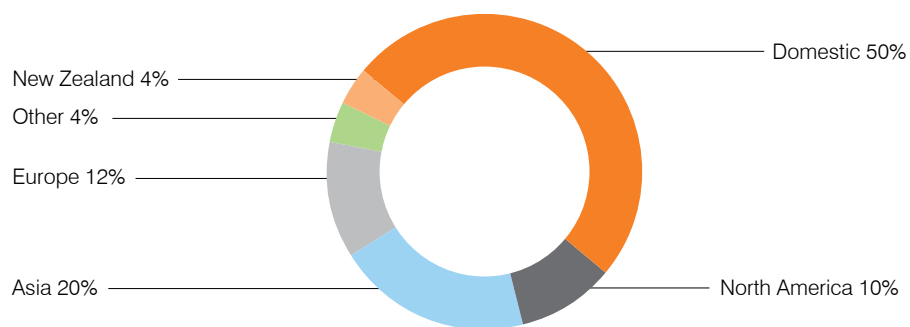
Source: State tourism forecasts, 2014, Austrade and City of Sydney



2_15

Visitors to Sydney

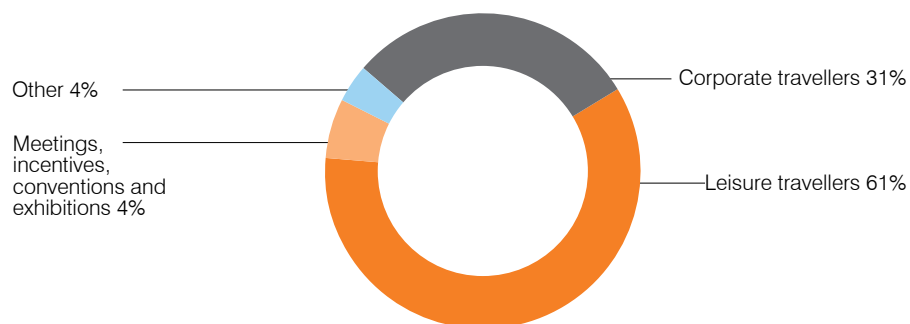
Place of origin



2_16

Visitors to Sydney

Reasons for visit



2.4

Place

Central Sydney is a unique place with a stunningly beautiful physical setting and a warm climate, contributing to people spending much time outdoors. Its unique shape has implications for how people move around the space, and enjoy public spaces and views. Its orientation and topography can create both sunny streets and parks, as well as uncomfortable conditions, including that caused by too much wind. Central Sydney is surrounded by and rich with green spaces and parks. Central Sydney's ecology is dominated by planted native and exotic trees; landscaping of street-lined streets and parks are an important part of Central Sydney's sense of place.

Physical setting

Sydney's first water supply was called the Tank Stream, and Central Sydney is built in the valley around it, the Tank Stream valley. The Tank Stream now runs underneath Central Sydney, but its fresh water was one of the main reasons why Europeans set up camp in Sydney Cove in 1788. The stream drained swampy areas that existed around what is now Hyde Park, and flowed north into Sydney Cove or Warrane (also spelt as War-ran, Warrang and Wee-rong), its Aboriginal and Torres Strait Islander name as recorded in a number of First Fleet journals.

If you travel west from Macquarie Street down any of Central Sydney's streets, you can still see how the streets dip down to where the Tank Stream flowed, before rising up again towards George Street. The Aboriginal and Torres Strait Islander name of the stream is not known, but it was of significance to Aboriginal and Torres Strait Islander people as a source of drinking water and for the resources that grew along its banks.

Warrane and Sydney Harbour were integral to the everyday lives of the Aboriginal and Torres Strait Islander people. The women line-fished from their nowies (canoes) while the men speared fish from the shoreline.

Today, Central Sydney's natural landscapes, including its parks, shores and gardens, create the magnificent setting for a world-class city. Central Sydney is a peninsula bound by the harbour to the north, the Royal Botanic Gardens and Hyde Park to the east, railway yards to the south and Darling Harbour to the west. Its form, like an outstretched hand, reaches into the quiet waters of Sydney Harbour to create a variety of small bay areas and inlets along its 9 kilometres of shoreline. The different topography of land create views and variety. The land rises steadily to the south from Circular Quay with knolls at Observatory Hill and the Macquarie Street government precinct, and rises more dramatically from Darling Harbour, following the contours of the valleys and waterways known by the local Aboriginal peoples and the First Settlers.

2_17

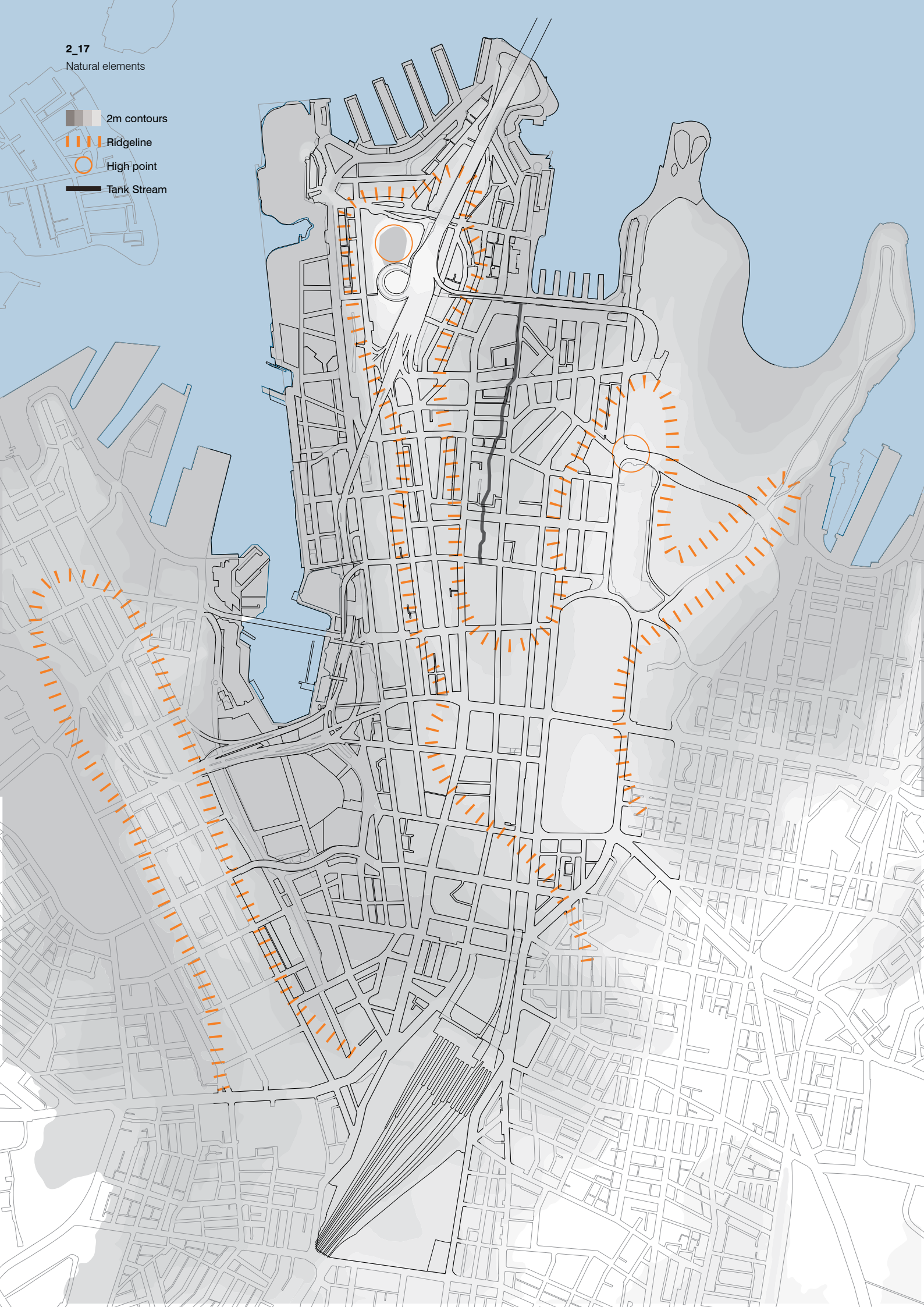
Natural elements

2m contours

Ridgeline

High point

Tank Stream



Climate

Central Sydney is an outdoor city located on the southern shores of Sydney Harbour; its climate and lifestyle are major points of difference to other national and global urban centres.

It is a sunny city. Located in the South Temperate Zone on the 34th parallel south circle of latitude, Central Sydney enjoys great access to sunlight in its streets, parks and other public places. For three to four months over summer, the streets and spaces around Central Sydney are filled with sunlight. The sun can be very hot, leading people to seek shade. In the remaining months of the year, the streets and spaces of Central Sydney are more shaded through parts of the day due to the lower sun angle.

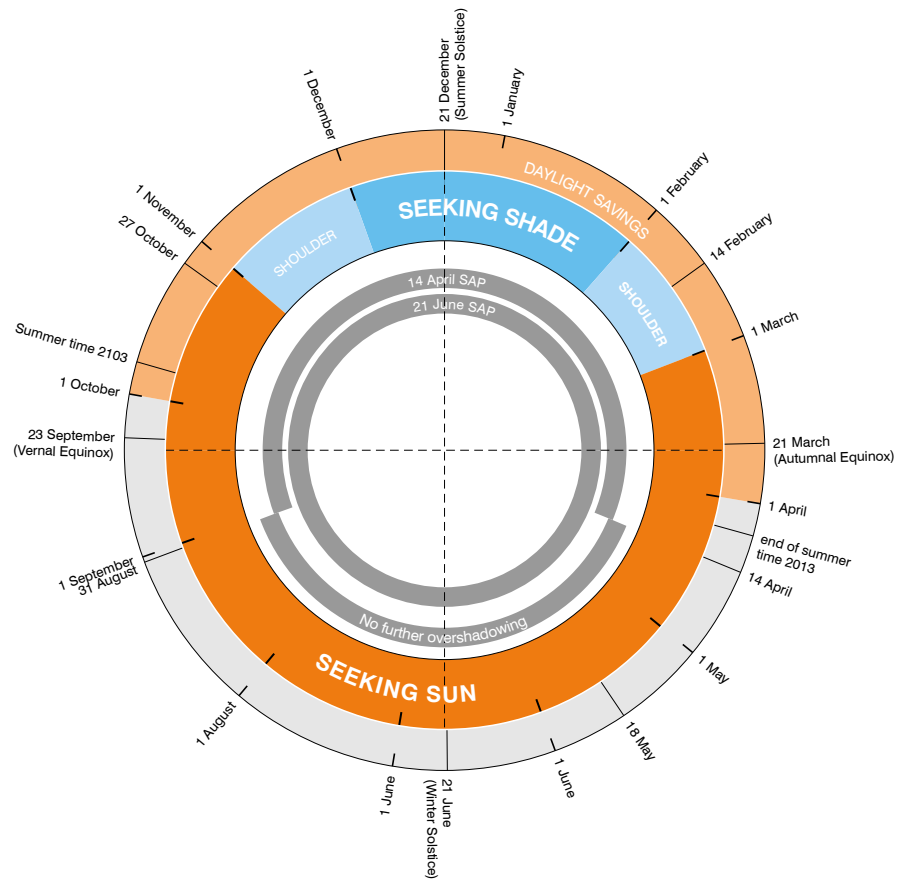
Despite this shading, many aspects of buildings and streets – such as their materials, heights, spacing, orientation and ground cover – contribute to the “urban heat island effect”. This means that Central Sydney heats up during the day and retains this heat well into the night. A well-planned city can actively reduce the urban heat island effect and prevent excessive heat from being a stress on a city’s community, plants, and its road, water and energy infrastructure.

During most of the year, people seek out direct sunlight in public open spaces. The landscape naturally creates varying degrees of light and dark spaces related to topography. Some of the lower-lying areas of Central Sydney’s topography, or southern slopes, are naturally darker; this has been exacerbated by the development of taller buildings on narrow streets. Combined with the orientation of Central Sydney’s streets and prevailing winds, this can, in some streets and spaces, create environments that are uncomfortable, dark, and cold.

Central Sydney is warm and windy, and generally with little rain. The average daily mean temperature ranges from a high of 25.9°C. in January to a low of 8.1°C. in July. The mean annual rainfall is 1213 millimetres. Rain falls only on an average of 8.3 days a month, and often comes in short deluges on summer afternoons.

Climatic changes are predicted for Central Sydney within the next four decades, including periods of extended extreme heat (multiple days when the temperature exceeds 35 degrees) and more intense rainfall events.

2_18
Solar calendar



2_19
Wynyard Park
12.30pm 21 June 2013



2_20
Wynyard Park
12.30pm 4 July 2013



2_21
Wynyard Park
12.41pm 22 August 2013



2_22
Wynyard Park
12.20pm 30 August 2014



Wind

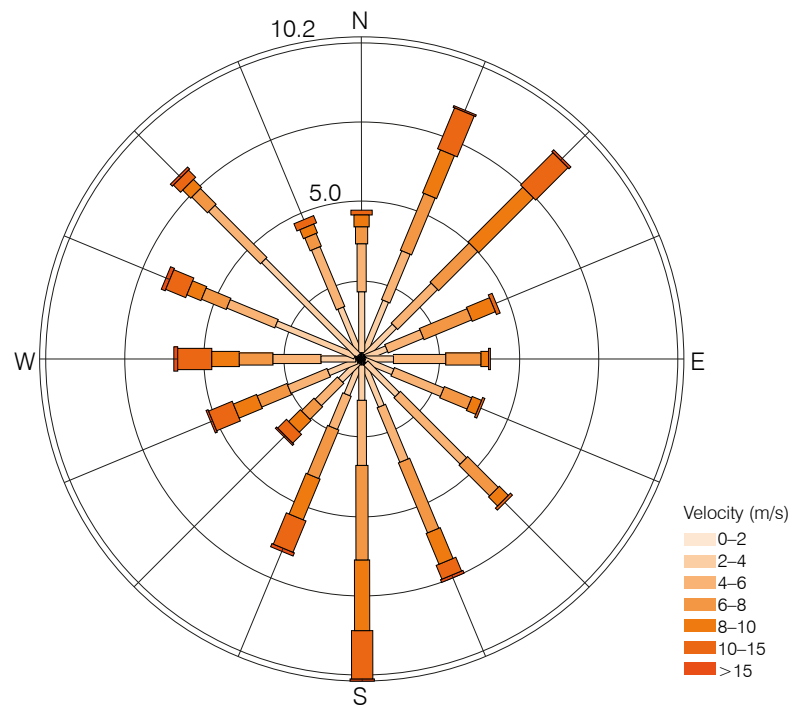
Prevailing winds strongly influence the mood of Central Sydney at any given moment. Summer winds consist of sea breezes from the northeast that tend to bring welcome relief on hot summer days. Southerlies, while refreshing, can be strong and associated with frontal storm systems which can last for several days. Winter winds tend to be the strongest of the year and are associated with winds from the west. Winds from the west are driven by inland conditions and can be warm or cold depending on the time of year.

With one side of Central Sydney exposed to the strong westerly winds and the other side to the strong northeast and south-easterly winds, Central Sydney is only protected against the strong southerlies with its street grid and rising land form dispersing potentially uncomfortable conditions.

Central Sydney's wind environment is a major determinant of amenity for pedestrians and people wanting to linger in public places. It can be very uncomfortable or even dangerous to be in very windy places and must be taken into account in terms of Central Sydney's architecture and design.

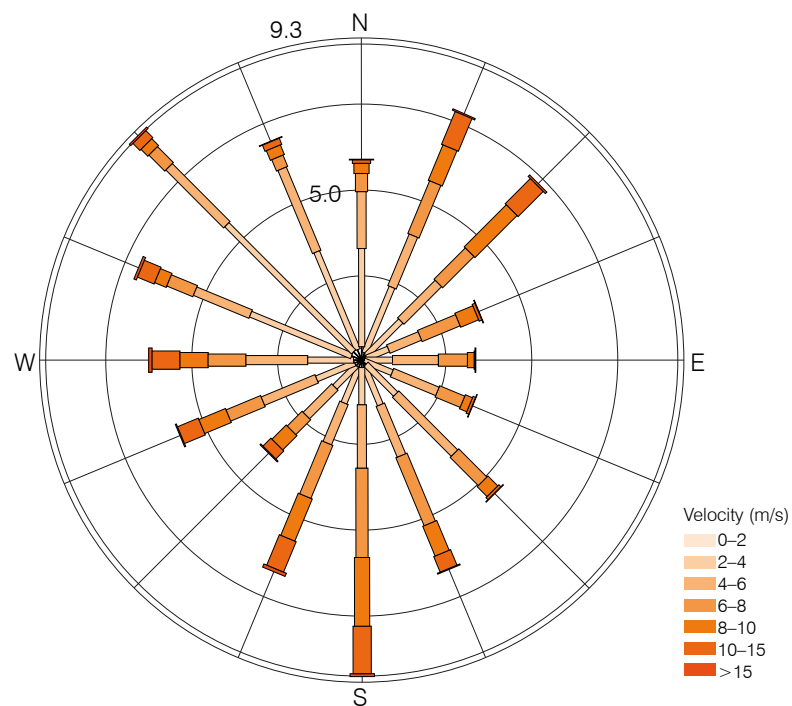
2_23

Wind rose – Sydney airport
Corrected to open country terrain
1995–2014, all months
6am – 10pm
10m height
Calm –0.6%



2_24

Wind rose – Sydney airport
Corrected to open country terrain
annual, all hours
1995–2014
Calm 1%



Green spaces and parks

Central Sydney is bound by green spaces that are nationally significant, and make an important contribution to the experience, image and memories of Central Sydney. Enhanced by our attractive climate and physical setting, they are a key attraction for both visitors and residents, acting as meeting places and landmarks, and the backdrops for film, photos and postcards.

Central Sydney's green spaces encompass the shore and parks. Sydney Harbour, synonymous with metropolitan Sydney and Australia, surrounds Central Sydney with a coastline fringed with many opportunities for beautiful views and public access to a foreshore promenade. For many people, the Harbour and its foreshore are the way they orient themselves in Central Sydney.

Open green space, including the Royal Botanic Gardens, Hyde Park and the Domain, make up close to 40 per cent of Central Sydney's land. With a park within at least 500 metres walking distance no matter where you are, Central Sydney is an area that highly benefits from landscaped open space. In fact, only a small proportion of properties are not within 400 metres walking distance of a large grassed area. These vast parklands offer a diversity of recreational possibilities for Central Sydney's community and with their quiet, gentle sensory stimulation, space for events, and low noise and pollution levels, beautifully oppose the characteristics of a dense and busy urban centre.

2_25

Parks

Parks



Ecology

Central Sydney's ecology has changed much over the previous centuries. In 1788, Central Sydney and its surrounds were covered in a vast, uninterrupted mosaic of vegetation which included estuarine and freshwater wetlands; open woodlands on steep sandstone scarps; heaths and Banksia scrubs on old sand dunes; and forests on the richer shale-derived soils of the higher ridges and plateaus.

Since European settlement, the natural vegetation cover has been reduced to a few scattered individual trees and shrubs, descendants of this once vast and complex natural system. These descendants are largely confined to the Royal Botanic Gardens, Mrs Macquaries Point, the steep slopes of Garden Island and parts of Glebe.

As natural vegetation was cleared, a new landscape began to take shape. Avenues and parklands of planted native and exotic trees progressively replaced natural landscapes. The new cultivated landscape of Sydney's public parkland, dominated by Moreton Bay Figs and Port Jackson Figs, was established in the mid- to late nineteenth century – a landscape that was to transform the visual and aesthetic character of Central Sydney.

Today, landscaping in Central Sydney is an important way to contribute to the urban ecology, and has a range of environmental, social and economic benefits. Not only does Central Sydney's landscaped character contribute greatly to its image, but a thriving urban forest of parks and street trees provides cleaner air, manages noise, filters stormwater and is a cost-effective means of managing Central Sydney's temperature in periods of extreme heat. Trees, shrubs and other plants create important habitat for birds, insects and reptiles – and they make for beautiful city streets also. In an environment characterised by tall buildings, awnings and busy streets, landscaping and street trees have psychological benefits in reducing stress and providing spaces for relaxation and contact with nature. People typically linger, shop and dine longer in tree-lined streets, hence increasing the attractiveness of business and tourism areas, enhancing property values and playing a role in the economic sustainability of the city. And importantly, they provide a sense of place.

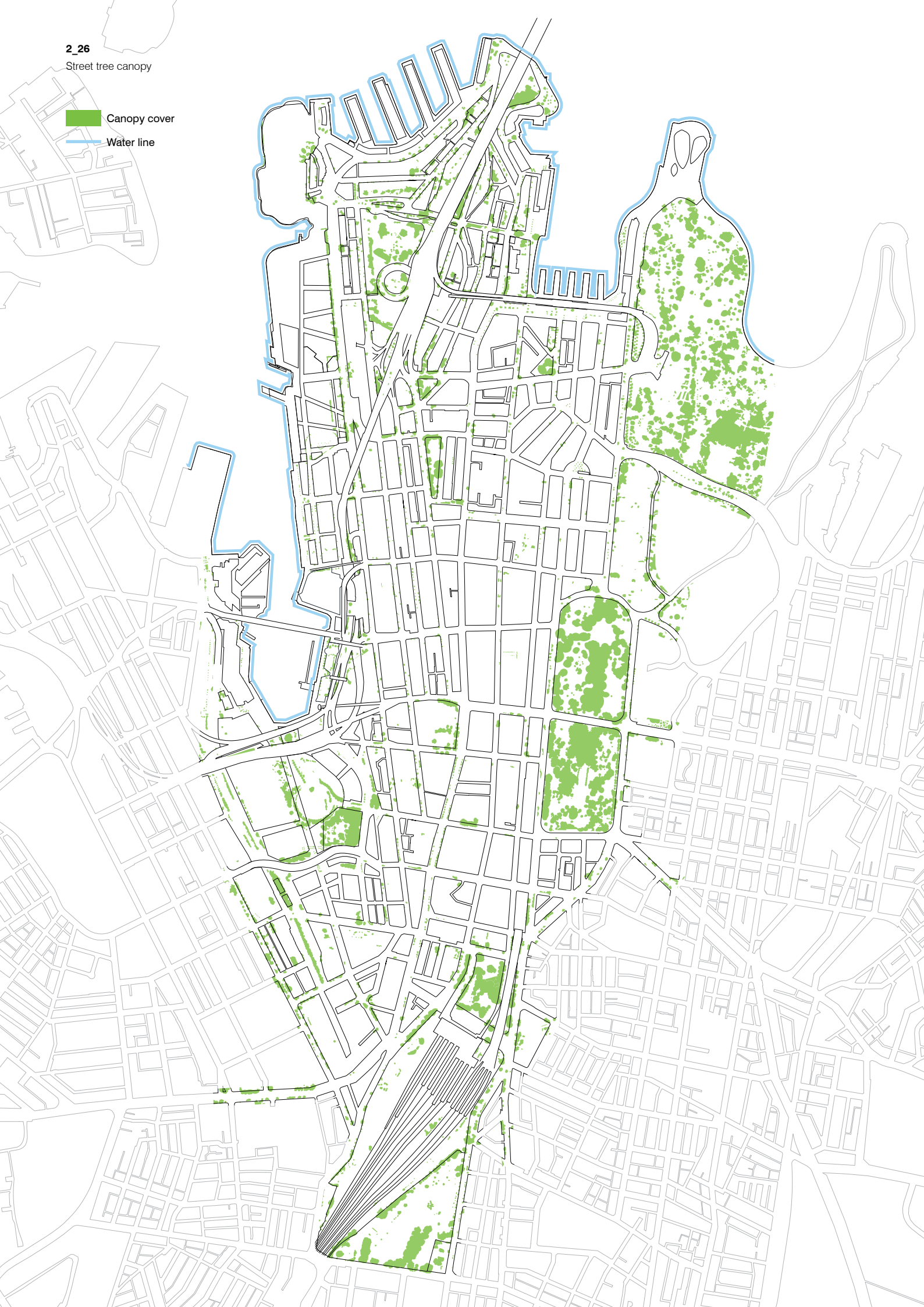
The Strategy maximises opportunities within the public domain to improve urban ecology by other measures as well: prioritising streets for people, protecting and widening footpaths and increasing opportunities for street tree planting. The Strategy promotes green walls and green roofs within development sites. The City of Sydney is working to create an urban forest with greater tree canopy and more diversity to provide the proven benefits to cities of plants and trees. For Central Sydney, this means increasing the average total canopy cover to more than 15 per cent by 2030.

2_26

Street tree canopy

Canopy cover

Water line



2.5

Structure and form

The structure and form of Central Sydney are as much a part of what makes Central Sydney unique as its more obvious attributes such as its setting, climate and parks. The architecture of buildings, its orientation, the shape of its street grid and precincts, how people interact and respond to what is around them: all of these add up to create an experience of Central Sydney as a special place. Central Sydney hosts beautiful heritage buildings and open spaces that enrich the precincts that surround them. It has an intimate scale and compact nature that appeals to both visitors and workers. Views are an important commodity for people in Sydney, with a challenge to balance their maintenance with a constantly developing and changing centre. All of these factors will need to be taken into account in terms of planning for Central Sydney's future: preserving and maintaining what is positive and unique, while reshaping attributes to meet the needs of tomorrow's Central Sydney.

Architecture

Central Sydney is undergoing an extended process of transformation. It was once a city comprised of a multitude of moderately scaled brick warehouses and offices, and beautiful sandstone buildings. It is now changing to a city of very large and very tall steel, concrete and glass towers.

The height of Modernism in the 1960s marked this evolution from a mid-scale city to one of high-rises. Modernist architecture, with its iconic towers striving for purity of form, where functionalism, universalism, and economic and constructional efficiency ruled, started to influence the character, feel and environment of the city at street level.

While heritage listings and planning controls for areas with distinct character have preserved some of the fine buildings from Central Sydney's earlier phases of development, much has been lost. And the trend of Modernist redevelopment set up an ongoing conflict between architecture and urbanism – the idea of a city for people and its humanistic focus on their experience.

More specifically, the result of Modernist influences on Central Sydney has been:

- Tall towers that sit in open but difficult-to-use and often overshadowed and windy plazas
- Very large foyers or ground-level and underground empty spaces that are unpleasant and unwelcoming to use, and uninteresting for passersby
- Internal food courts and shopping malls with few retail shopfronts that face the street
- Oversized ground-level building services, and loading and parking facilities that have resulted in large areas of blank walls and cavernous portals for vehicle entry that face the street
- Architectural character, materials and a general shape and size that have no relationship to the surroundings, including repetitious, boring facades with poor quality.

The City of Sydney has developed policies to work with the community, land owners and businesses to moderate the tension between public and private interests. An important tool has been the City's policy for design excellence, achieved through competitive design processes. This policy has delivered a substantial improvement in the quality of architectural design in Central Sydney. However, it requires continual innovation and the City of Sydney needs to continue to shape the culture of architecture and urban planning to focus on public interest and the needs of people.

Further, the design of buildings must support the City of Sydney's strategic direction to attract the most valuable and productive jobs. To do this, Central Sydney's commercial architecture must deliver high-quality workplaces that are desirable environments for workers and boost their work satisfaction and productivity.

All of Central Sydney's architecture must contribute to the host of amenities that attract people to work in and visit the city: shops; retail services; places to eat, drink and socialise; and accessible cultural and entertainment facilities. It is particularly important that these are inviting and available to everyone. This means mostly being located at street level with some services or venues immediately above and below. Central Sydney also has an iconic role in the imagination of Sydney's citizens. The city's tall buildings need to be both memorable and of very high quality to reinforce the pride that Sydneysiders have in their city. Architecture should contribute to public space and, through design skill, protect and contribute to a comfortable, pleasant, delightful and safe public domain. It must address any challenges related to buildings, such as overshadowing, reduced daylight in the streets, glare, noise, footpath crowding at entries, vehicle access that disrupts pedestrians, wind effects on public places and trapping of pollution in street canyons.

The City of Sydney supports the provision of housing with high amenity such as outlook, visual privacy, access to sunlight, natural ventilation and space. This will include a mix of types and costs of housing to support a diverse population. The architecture of apartment buildings must be carefully handled to ensure that all areas of the city remain attractive for commercial developments; they should not be easily distinguished from their commercial neighbours.

Finally, the City has taken a strong role in promoting the maintenance of existing, and creation of new, extraordinary public architecture. Opportunities to create great spaces and buildings will be pursued through the renewal of major institutions and new and reimagined infrastructure projects.

2_27

Tall buildings in Central Sydney



2_28

NAB House, George Street – tower forecourt



2_29

AMP Circular Quay – food court escalators



2_30

Ground-level building services



Orientation

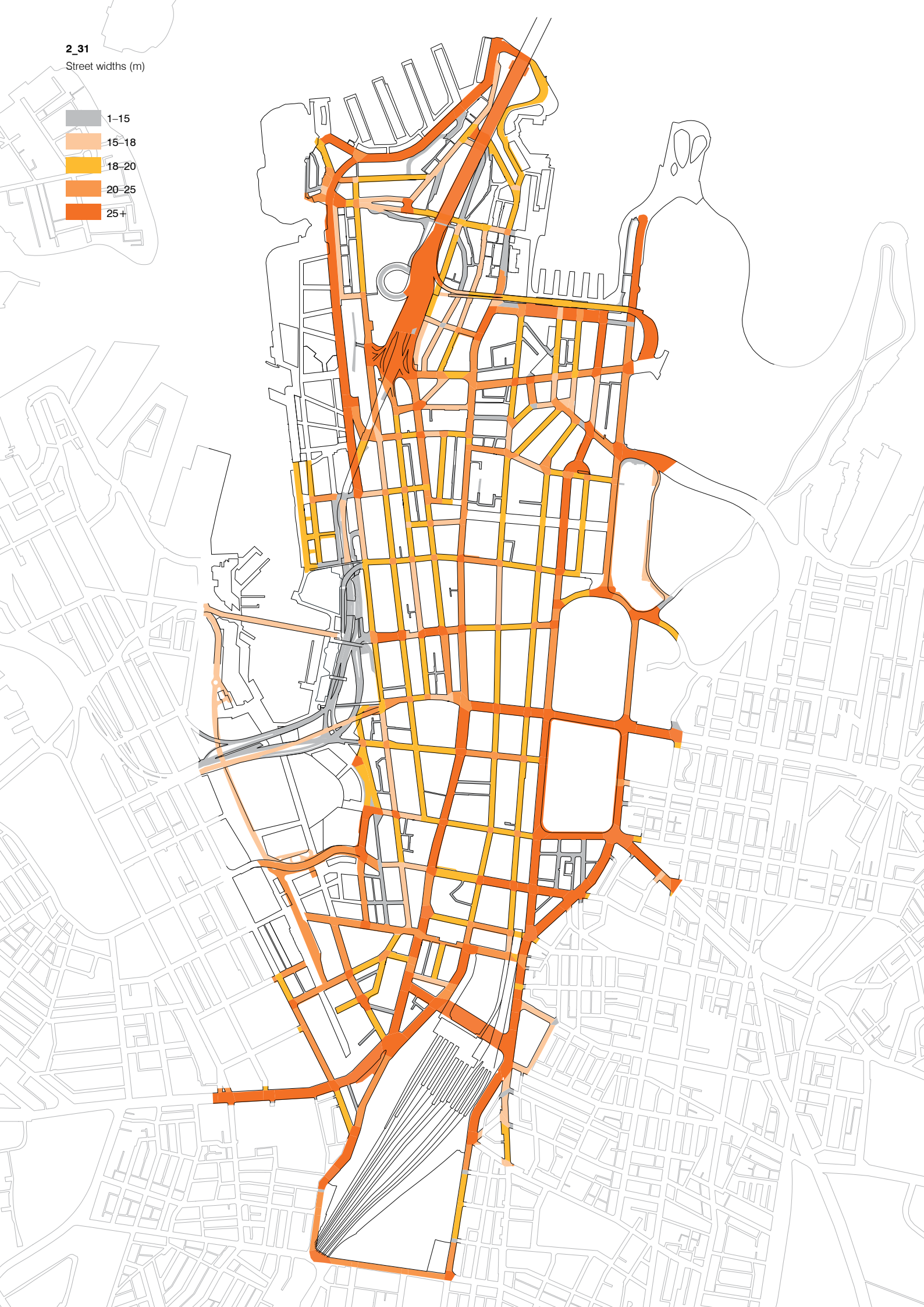
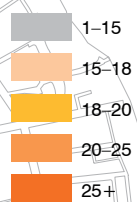
Long and narrow, Central Sydney measures about 1.3 kilometres east to west and about 3.5 kilometres from Walsh Bay to Central Railway Station. Its dimensions make it easy to get around without a vehicle, with the majority of people preferring to walk or cycle: east to west for shorter trips and north to south through its traditional but evolving four precincts – the City Core, Midtown, Western Edge and Southern. Along Central Sydney's Western Edge, its steep land form can be challenging: pedestrians usually opt for a longer but flatter route rather than one that is short but steep.

Central Sydney is oriented northwards towards the harbour and views of the water. Its streets generally run north–south and east–west. Sunlight penetrates the north–south streets more readily than the east–west streets. The northern ends of street blocks, with the best access to sunlight, provide the best locations for pedestrian areas and public spaces like squares, plazas and pocket parks.

The desire for views to the north favours the northern foreshore precincts and the ridges behind them, but in an increasingly dense and compact urban centre, the ability to protect private views comes secondary to the protection and enhancement of public views and the protection of outlook as a focus of the planning framework.

2_31

Street widths (m)



Streets

Central Sydney's streets are quite different than others around the world. Global cities like San Francisco, Vancouver, New York and Chicago have typical street grids with clear and legible geometry that promote regular and efficient development and transport. Central Sydney's grid was instead influenced by the natural form of the land, Gadigal trading routes, and decisions made by the first British colony. The grid subtly reinforces the natural forms of hills and valleys. The major ridge lines have been used for long straight thoroughfares such as Macquarie Street and York Street. The spine of Central Sydney, George Street, runs its entire length tracing indigenous trading routes and marking the mouth of Tank Stream.

Between these ridges and across valleys, a fairly ordered but irregular street grid has been established. In places, the grid breaks down altogether, as in the northern end of Central Sydney and in parts of the Haymarket, Surry Hills and Chippendale. It is the narrow and curiously warped streets that gives Central Sydney its unique character and creates the "sense of place" so different from that of more rigidly planned cities, and yet creates its own set of challenges.

A comparison of Central Sydney and the Melbourne CBD illustrates the differences between Sydney and other cities. While Melbourne shares a similar historical background as Central Sydney and a similar history of urban planning, the original layout of each city's grid and has affected the urban development process and traffic differently.

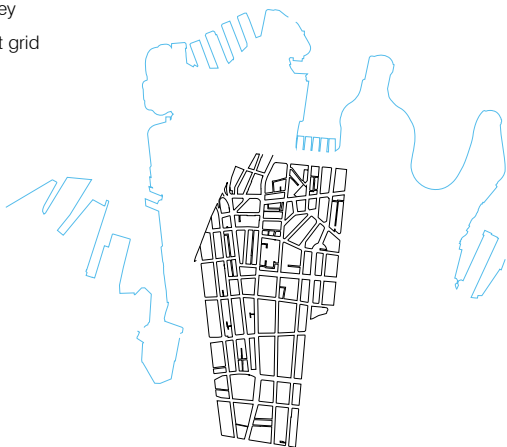
Central Sydney characteristics include:

- Generally narrow street widths of 20 metres
- Narrow east–west blocks, creating more streets running north–south
- Narrow streets lined by high buildings, creating shadows and high wind velocities at street level
- Few laneways as a result of previous development: block amalgamations for office towers destroyed many of Central Sydney's laneways servicing the high buildings. Service is mainly done in the streets, demanding more space for service vehicles and for parking.
- Its containment in a peninsula with everything from rail and roads to buildings and the movement of people seemingly terminating at Circular Quay.

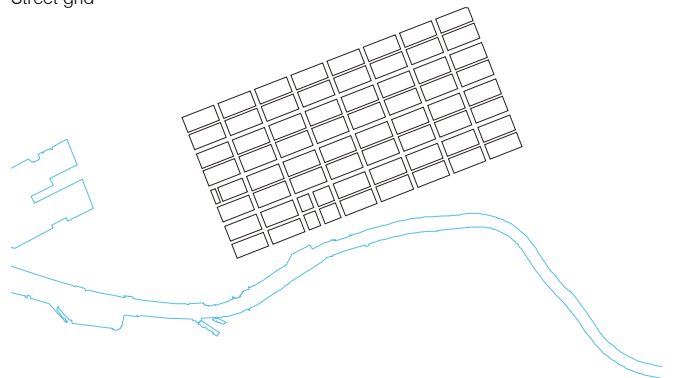
Melbourne CBD characteristics include:

- Generally generous street widths of 30 to 40 metres
- Large east–west blocks creating fewer streets running north–south
- Height controls that have been applied in the City Centre, especially at Swanston Street
- Laneways running through the large blocks servicing tall buildings.
- An orderly pattern of streets and laneways which contributes to a predictable flow of traffic and people.

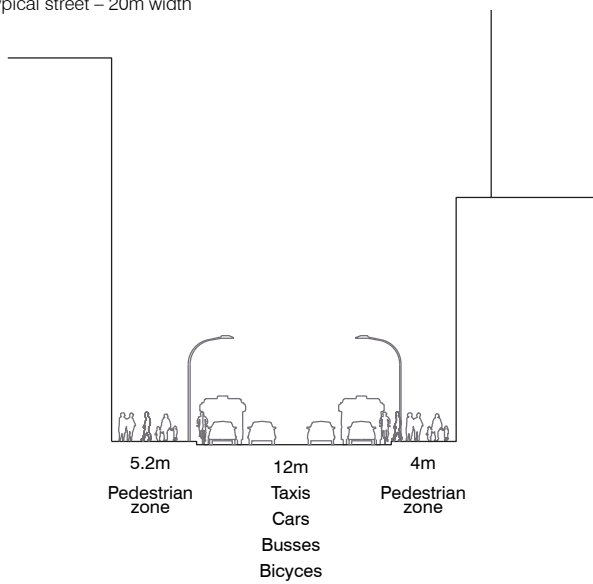
2_32
Sydney
Street grid



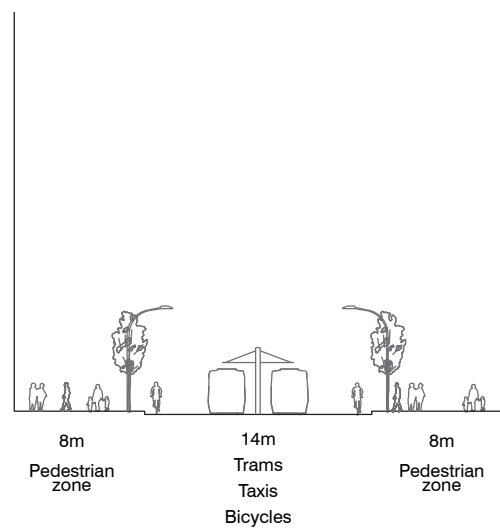
2_34
Melbourne
Street grid



2_33
Sydney
Typical street – 20m width



2_35
Melbourne
Typical street – 30m width



Heritage

European heritage is physically represented in Central Sydney with the presence of each period from the beginning of European settlement throughout the centre; only a few blocks do not contain buildings or structures from an earlier period. That so much historical fabric has been retained is the result of the City of Sydney's now strong, but tumultuous history of heritage conservation.

The 1971 Central Sydney Strategic Plan was the first plan to recognise the importance of maintaining Central Sydney's character and sense of place in the face of very strong pressures for high-density redevelopment. Through the 1960s, there was little to prevent owners from demolishing historic buildings at will. The ambitious heritage policies of the 1971 Strategic Plan were a huge step forward for Central Sydney.

Where the policies of the 1971 Strategic Plan were a progressive administrative tool in promoting heritage conservation the "Green Bans" of the early 1970 had a greater and direct impact on heritage conservation in Central Sydney. Building unions allied themselves with middle-class environment and residents' groups and the National Trust, refusing to work on projects they considered to damage the environment or destroy heritage. The Builders Labourers Federation refused to demolish any building which the National Trust recommended for preservation and any of the 1700 "classified" buildings in Central Sydney at the time.

The Green Bans changed public opinion on the "inevitability" of the unthinking destruction of heritage, character and lower-rent accommodation that came in the form of smaller heritage properties in Central Sydney. Their lasting legacy was State legislation on Environmental Protection, the establishment of the NSW Planning and Environment Commission, the Federal Government's Environmental Impact legislation (both in 1974), and subsequent State legislation to protect historic buildings (1977 Heritage Act) and ensure public participation in environmental decision-making (1979 Environmental Planning and Assessment Act).

By 1983, there was clear progress in heritage conservation with 19 Permanent Conservation Orders and 44 cases pending in Central Sydney. In the 1983 Strategic Plan, the City of Sydney identified seven "conservation precincts" as having completed appraisals and design guidelines.

However, the identification of local heritage items occurred on an ad hoc basis until the early 1990s when the City of Sydney systematically identified and evaluated heritage items, precincts and streetscapes to protect and conserve those of significance under a development control system. It

wasn't until 1996 when heritage listings became formalised as scheduled individual items and precincts in the Central Sydney Local Environmental Plan 1996.

Central Sydney's heritage is the cornerstone of its unique character. But our heritage is not only European. Today's topography was informed by our Aboriginal and Torres Strait Islander heritage. Evidence of Aboriginal and Torres Strait Islander life has survived two centuries of urban development in Central Sydney, typically in the form of stone artefacts, campsites and middens discovered during major excavations for modern developments. It is likely that more discoveries will be made through the continual redevelopment of Central Sydney, revealing the Aboriginal and Torres Strait Islander use of the Tank Stream valley.

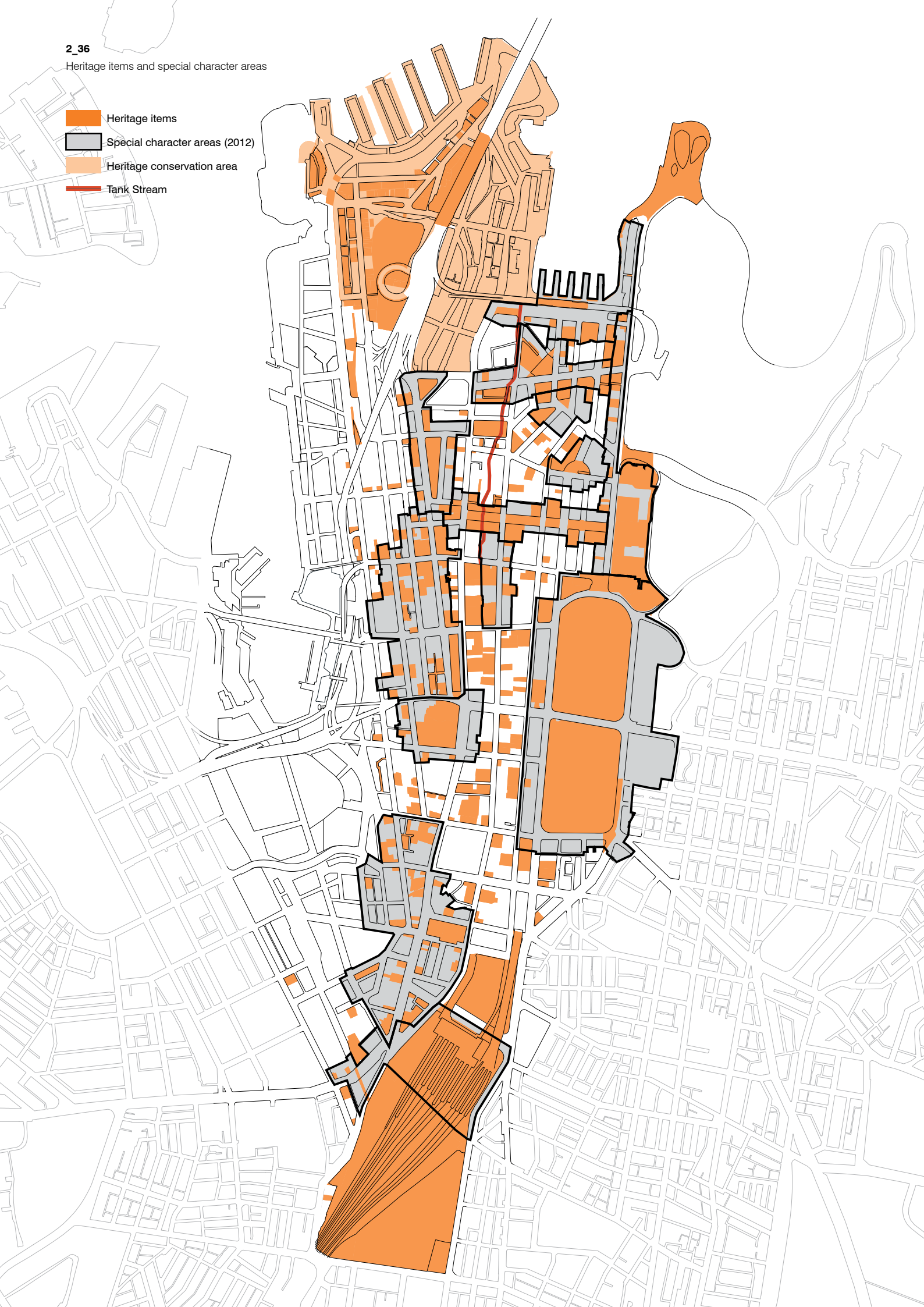
Aboriginal and Torres Strait Islander heritage informs the story of Central Sydney, as importantly as our European heritage. In many ways, it requires more careful management and celebration, for it is not as obvious, remembered or known.

Central Sydney is highly significant to both Aboriginal and Torres Strait Islander and non-Aboriginal and Torres Strait Islander people as a site of first contact between the Eora and the Berewalgal peoples (meaning people from a distant place: the Europeans) – and there is the continuity of evidence of its history since the First Settlement.

In contemporary Sydney, buildings from different eras reveal a diversity of styles and themes which contribute to a sense of place. Within Central Sydney, precincts have differing functional, architectural and symbolic roles. Their predominantly sandstone masonry facades express a tactile character that captures the daylight and projects a warm look and feel that is uniquely identifiable to Central Sydney.

Heritage buildings are part of Central Sydney's diversity, though the diversity – between new and old – needs to be managed and balanced for the good of the city. The challenge is to create places and spaces with a rich mixture of old and new buildings but with an overall sense of order. The concept of precincts offers an effective basis for developing objectives for urban design and controls that can adapt as precincts evolve and boundaries change. Diversity of precincts is essential to maintain a culturally rich and interesting urban centre. Diversity is also a strong element of Central Sydney's image where new buildings contrast with old; architectural styles vary from Victorian to postmodern; parapet heights step up and down; towers project irregularly into the sky; and arcades and lanes offer different passageways than major streets.

- Heritage items
- Special character areas (2012)
- Heritage conservation area
- Tank Stream



Intimate scale

The intimate scale and compact nature of Central Sydney provides for a memorable experience for the pedestrian, one with very human scale. Within slightly warped city blocks, a large number of relatively small lots of land have been redeveloped. The predominance of smaller sites is reflected in the scale of buildings, which is still fairly small, much more so than is usual in comparable cities of North America and Europe.

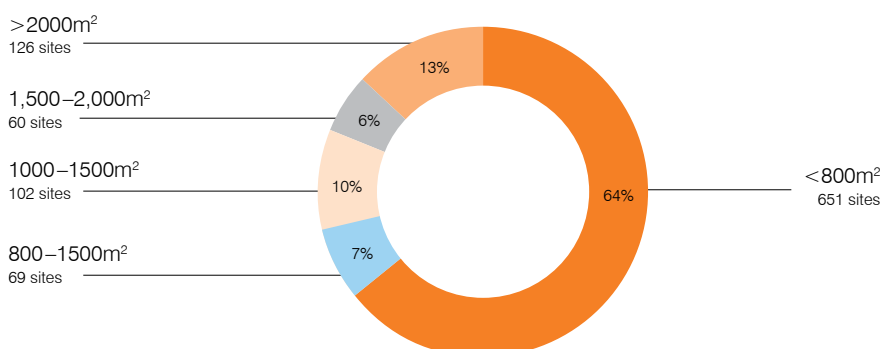
Small-scale and diverse spaces at street level, in lanes and basements and on the upper floors of buildings, provide for small retail and service tenancies, set in vibrant and attractive streets. The spaces are adaptable, comparatively affordable and support start-up and fledgling businesses. With different owners and leasing patterns than larger developments, organic changes can occur throughout Central Sydney that respond to shifts in fashion and desire – translating to a city that is resilient to economic shifts and able to adapt to the changing social needs of Central Sydney's broad communities.

At the same time, to realise the full development potential of the city, developments are increasingly proposed for multi-site amalgamations. By grouping smaller sites together, landowners are able to realise greater development potential, accessing higher heights and larger buildings. The City of Sydney is also seeing more and more heritage items being amalgamated and included within the site area of development proposals. These amalgamations and the appropriate consolidation of heritage items into new development proposals represent a positive and efficient use of land. By allowing sites to pool together, Central Sydney is maximising what land it does have to achieve a greater supply of floor space.

The challenge therefore is one of balance, for the planning framework to encourage amalgamations while maintaining Central Sydney's intimate scale and character. For example, the laneway resumptions of the late 1960s to 1980s, where developments were built over public and private laneways to create some of the city's largest towers, are no longer seen as best practice for the planning and management of public spaces.

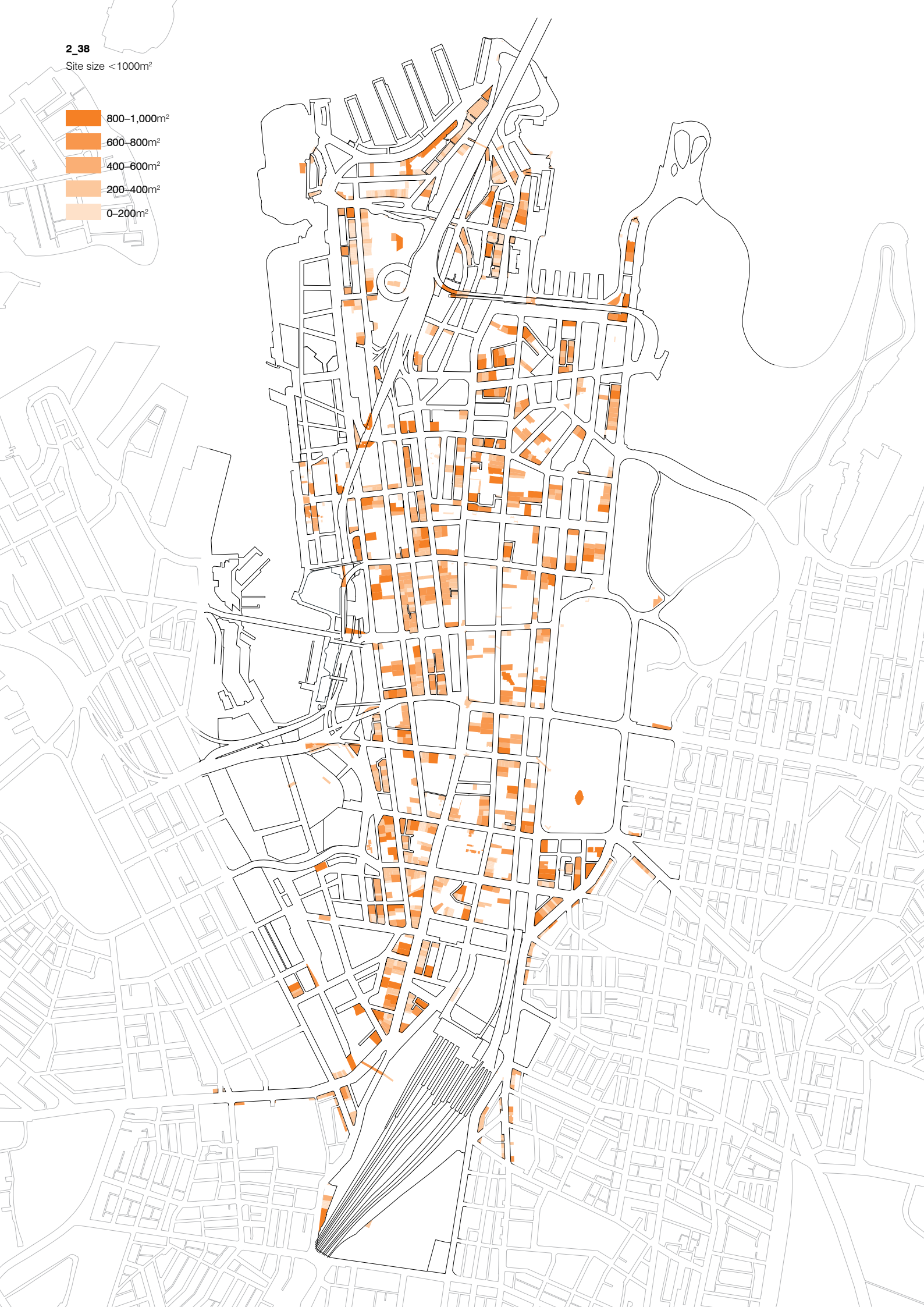
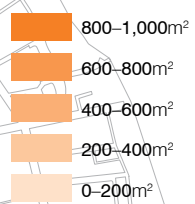
2.37

Site size in Central Sydney



2_38

Site size <1000m²



Open spaces

With Central Sydney increasingly being chosen as a place to work, live and visit, open space is becoming the greatest challenge in such a physically constrained setting: its provision, delivery and protection, and ensuring it is sunlit, meaningful and connected.

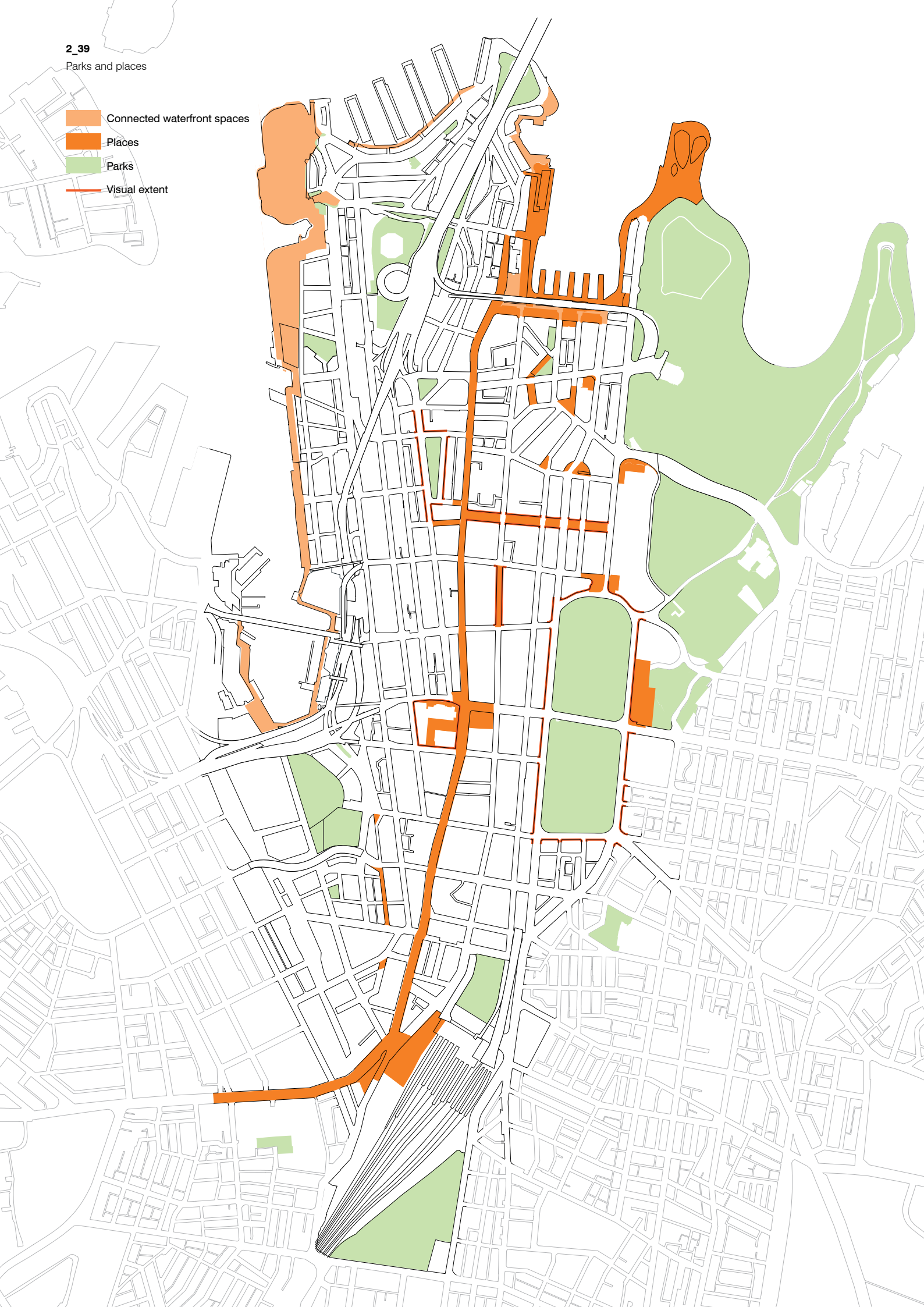
Central Sydney's open spaces includes big and small green, open spaces (encompassing the green spaces and parks described in sub-section 2.4), as well as public squares and the network of streets, footpaths, malls, laneways and public thoroughfares that connect them. They are all parts of Central Sydney where people congregate and move, and provide opportunities for recreation, rest, contemplation, reflection, public events and social gatherings. These open spaces provide a contrast to and relief from the density and urban materials of Central Sydney's office blocks and towers. They service workers, visitors and residents alike and provide places for Central Sydney's inhabitants to mix and mingle.

Central Sydney's more formal open spaces such as Martin Place, Pitt Street Mall, Sydney Square and Circular Quay are places for people. They make up the spine of Central Sydney's open space network and provide spaces for gathering, demonstrations, people watching, shopping and eating.

Increasingly, it is Central Sydney's growing network of smaller spaces that provide Central Sydney's precincts with local identity and character. A large proportion of properties are farther than 200 metres from public open space (that is not a street or lane). It is important to provide these spaces for workers to sit, visitors to people-watch and residents to meet. Some minor public spaces are dispersed around the centre that are homogenous and lack substance, meaning and purpose. It is these forgotten spaces, laneways and courtyards that require redefinition and connection to promote Central Sydney's character from the inside out.

The City seeks to capture the opportunities created by new development to increase the provision of open space, improve the quality of existing open space and improve the connections between open spaces. New open spaces have largely been created on an ad hoc basis, when individual sites come up for redevelopment, and their distribution around Central Sydney is largely confined to the City Core and the upper part of the Midtown precinct. These smaller spaces have benefits including stimulating retail activity and increasing the profile of local businesses. They increase the diversity of public space offered to Central Sydney's workers, residents and visitors, and can rejuvenate daily life and investment in a precinct.

- Connected waterfront spaces
- Places
- Parks
- Visual extent



Views

Central Sydney contains private and public lands. The majority of public lands consist of streets, squares and parks, without being substantially built upon. Some public lands are occupied by public buildings.

The majority of private land is occupied by buildings that almost fill their sites, though some includes open spaces including gardens, courtyards and setback areas.

The combination of built and unbuilt land allows for views from private and public buildings across private and public open spaces. Due to the varying heights of buildings and their setbacks, views are also available across and around buildings.

As old buildings are replaced with new ones, views are subject to change. Given the constantly changing built environment of Central Sydney, regulating for maintenance of private views is overly restrictive and complex. Maintaining existing private views inhibits change and would render Central Sydney uncharacteristically static.

Central Sydney has a privileged position on a peninsula in a harbour surrounded by water and parklands, containing a large number of highly significant structures and buildings of a height that vastly exceeds its surroundings. This means that the large majority of available views are considered “iconic”. This sets Central Sydney apart from other places; standard principles around views and the sharing of them are not applicable.

Development in a suburban context is flexible. Building adjustments to form are relatively simple through more skilful design. However, the scope is often not available within the confines of planning requirements to adjust the shape of a building in Central Sydney or move its location on the site. For example, tall commercial buildings consist of large regular floorplates and their complex structural requirements and high-quality repeatable exterior cladding reinforces this regularity. For these buildings, better design to provide a better view is rarely possible.

The streets, parks and squares of Central Sydney provide multiple and various public views to pedestrians, providing orientation and relief from the enclosure provided by the buildings of the surrounding city. A few of these views have higher significance due to their association with significant public places and buildings. Some significant views have been purposely composed; for example, the clock tower of Central Station was placed where several streets align.

Other views connect significant places: for example, the Town Hall tower viewed from Hyde Park; and the Lands Department tower viewed from Sydney Cove. Others are important historically: for example, the view from the signal station on Observatory Hill to the South Head Lighthouse.

Others are possibly well remembered in the collective unconscious because of their association with special places over a long period of time: for example the view of the sky at the end of Martin Place viewed from Macquarie Street, that includes the silhouette of the GPO tower, or the view down Bent Street from the steps of the Mitchell Library. These public views from public places are worthy of conservation.

2_40

View west along Martin Place, 1913

Source: State Library NSW



2_41

View corridor to Central Station clock tower



2_42

View corridor west along Martin Place



2.6

Infrastructure

The greatest challenge for any global city is the supply, funding and delivery of essential physical and social infrastructure. Doing this well creates and sustains a resilient city with high standards of living and contributes to its sustainable growth.

This sub-section describes key infrastructure issues in Central Sydney. How people move around metropolitan Sydney largely determines its success from an economic, environmental and social perspective. As such the sub-section has a substantial focus on transportation infrastructure, including current growth and changes and the need for better linkages between Central Sydney's open spaces.

It also discusses social infrastructure, including the need for affordable housing. Community facilities are crucial for residents as well as workers. Finally, the needs for energy infrastructure are described.

The sub-section does not address all of Central Sydney's infrastructure needs and it is intended that the Strategy will require the development of an infrastructure plan that goes beyond the infrastructure needs identified below, to address issues including waste, telecommunications, fibre optics, gas, sewerage, stormwater and water, education, health and State public transport.

Transportation

An integrated, safe and efficient transport network is critical to support growth in Central Sydney.

Central Sydney's current transport and access network is under considerable strain. Metropolitan Sydney's bus and rail networks are now heavily utilised, with little spare capacity on most rail lines, and severe congestion on the bus network. Central Sydney's streets have also reached capacity. Dominated by motor traffic, they rarely function as useable and inviting public spaces; they do little to enrich the human experience of Central Sydney at street level.

Planned public transport projects, including the Sydney metro and the expanded light rail network, will help ease Central Sydney and metropolitan Sydney's congestion challenges. But these are only part of the solution. There is still much to be done.

Demand

Central Sydney draws workers from across metropolitan Sydney, but the workforce is dominated by those from the inner and middle ring areas, particularly the Eastern and Northern Suburbs. Over the previous decade to 2011, the Inner West and Inner South West have contributed an increasing proportion of Central Sydney workers, reflecting population growth and demographic changes (refer to 2_43).

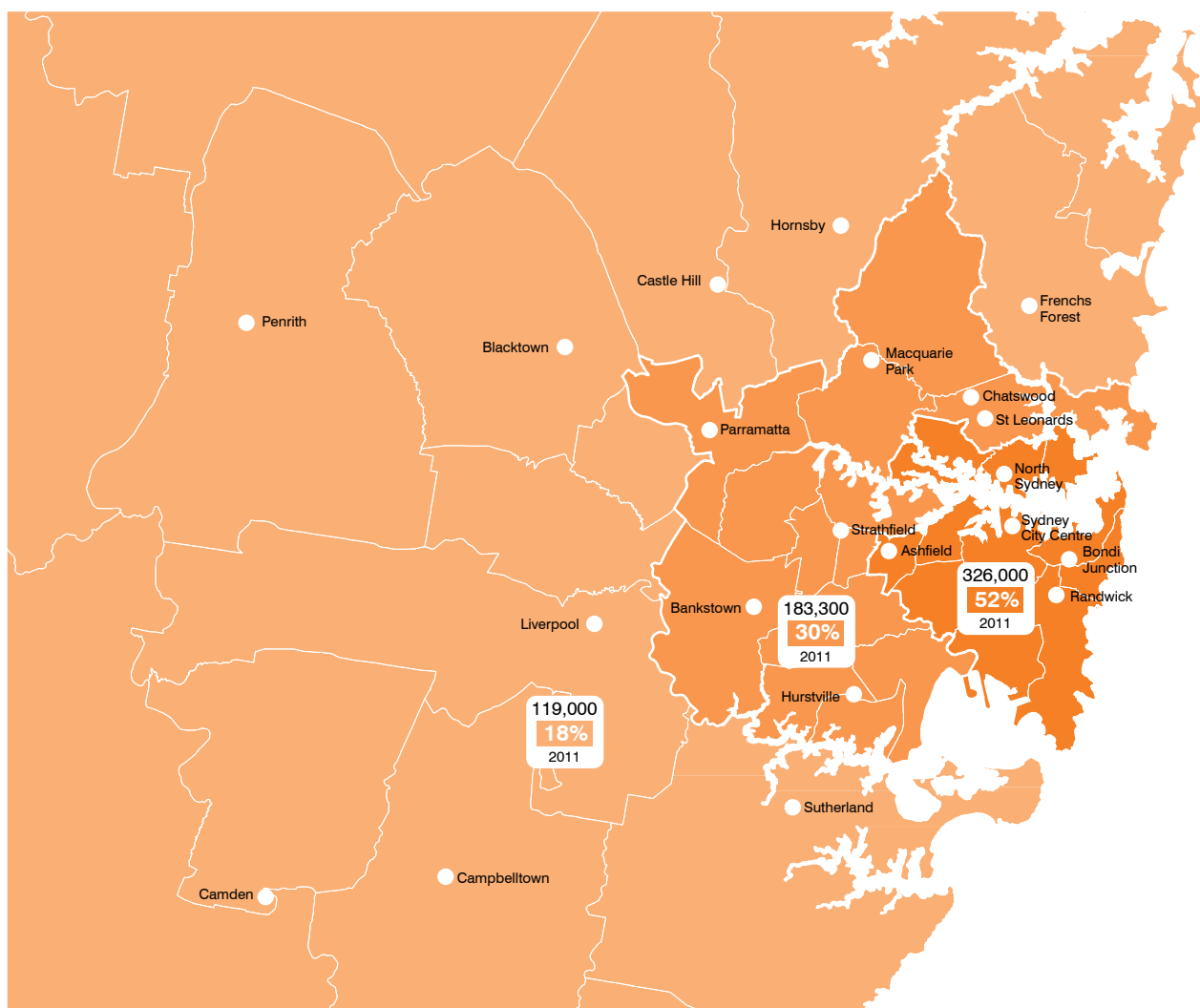
As metropolitan Sydney has grown, so too has the importance of public transport. Unlike travel in private vehicles, public transportation can move large crowds, taking up little space. Over the last 10 years, the number of people driving to Central Sydney in the morning peak hour reached a plateau of around 25,000 trips, while public transport use has increased from 105,000 to 145,000 trips.

Central Sydney generates intense demand for transportation. More than 180,000 people arrive each morning peak hour. The majority of trips, especially longer trips, are by train. Buses meet about 20 per cent of the morning's peak travel demand, and provide additional access to inner and middle ring suburbs that are not as well serviced by trains. Private vehicles account for only 14 per cent of the morning peak travel demand, though they account for most of the traffic on Central Sydney streets. The radial structure of metropolitan Sydney's transport network directs large volumes of passengers and vehicles through Central Sydney en route to other destinations. Approximately 67,000 journeys pass through Central Sydney, the majority of which are travelling to and from work in North Sydney, Chatswood and the Macquarie Park area. These through trips can place particular pressure on inbound rail services on the Western Line, which must cope with overlapping demand for Central Sydney and North Sydney destinations, leading to heavy loading between Central Station and Town Hall Station.

2_43

Origin of weekday (all day) trips to Central Sydney – 2011

Sydney City Centre Access Strategy 2013, NSW Government



Public transportation

Fixed rail – heavy rail and metro rail – provides the capacity for transportation that underpins Central Sydney's economy. Thus, the performance and growth of the rail network is inseparable from Central Sydney's prosperity. But Central Sydney's current level of public transport provision cannot comfortably accommodate a workforce of more than 340,000. On current trends, that level of employment will be reached by 2026, within the next ten years.

The introduction of CBD and South East Light Rail, the Sydney Metro, continued growth in active travel and a range of other transport initiatives such as the managed growth of bus, ferry and light rail corridors could accommodate another decade's worth of employment growth, beyond 2036 (refer to 2_44).

The introduction of the CBD and South East Light Rail will change the way people travel to and move around the City of Sydney, creating a different pattern of how people use surface transport. The surface transport infrastructure provided to serve Green Square and Parramatta Road will also affect Central Sydney. Without investments in additional light rail and metro in areas that service Central Sydney with a workforce, Central Sydney would be required to accommodate a 30 per cent increase in bus numbers beyond 2030, creating significant degradation in performance and amenity, and further pressure on roads.

More study is needed to prepare for these changes, with issues to be examined including: how to improve interchange between modes of transport; bus rerouting to ease congestion and expand cross-regional connections, and reduction in the high-value space allocated to bus-only parking spaces.

Outside Central Sydney, these changes will be complemented by new rail and metro stations that relieve overburdened radial bus routes, reducing the total volume of buses in Central Sydney streets. Another way to accommodate change is to combine transport stops and public open space, particularly at Central Sydney's planned three major squares.

Supporting employment growth beyond 2036 will require transformation in providing access to Central Sydney, such as the construction of the next stage of the Sydney Metro rail

network. Delivering public transport is the responsibility of the State Government. It is critical that the State now starts quantifying demand and identifying solutions beyond the 2036 date set in Sydney's Rail Future (June 2012) the NSW Government's plan to modernise metropolitan Sydney's rail network. The plan currently outlines the Sydney Metro, Australia's largest public transport project. It comprises two key components:

- Sydney Metro Northwest, formerly the 36-kilometre North West Rail Link – This project is now under construction and will open in the first half of 2019 with a metro train every four minutes at peak hours.
- Sydney Metro City and Southwest – A new 30-kilometre metro line linking with Metro Northwest at Chatswood, and then under Sydney Harbour, through the CBD and southwest to Bankstown. It is due to open in 2024 with the capacity to run a metro train every two minutes each way under the centre of Sydney.

Stations in Central Sydney are planned at Central, Pitt Street and Martin Place with recent agreement for another station at Barangaroo. This will take considerable pressure off Wynyard Station and reduce the intensity of pedestrian traffic between Wynyard and Barangaroo.

The CBD and South East Light Rail projects are currently under construction and due to open in 2019. The 12-kilometre light rail route will travel from Circular Quay along George Street to Central Station and on to Moore Park, then to Kingsford via Anzac Parade and Randwick via Alison Road and High Street.

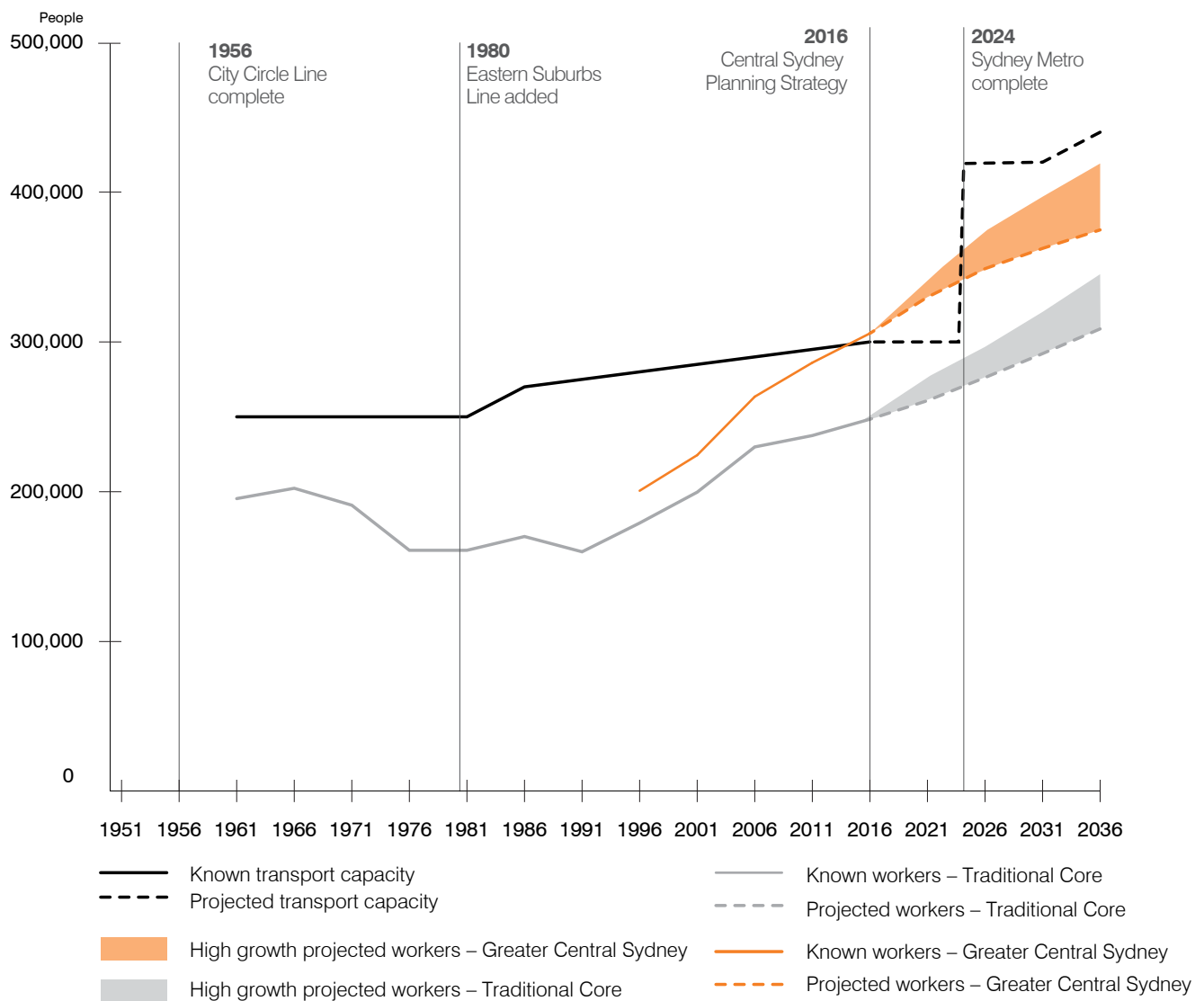
This major infrastructure project is being delivered by the NSW Government with the City of Sydney contributing \$220 million, including funding the transformation of George Street and the improvement of surrounding laneways.

However, as the metropolitan centre extends beyond Central Sydney to nearby areas like the Bays and Central to Eveleigh, additional fast, reliable public transport connections are needed to maximise the productivity of an expanded metropolitan centre.

2_44

Workforce population and transport capacity

Source: SGS economics and planning and City of Sydney, 2015

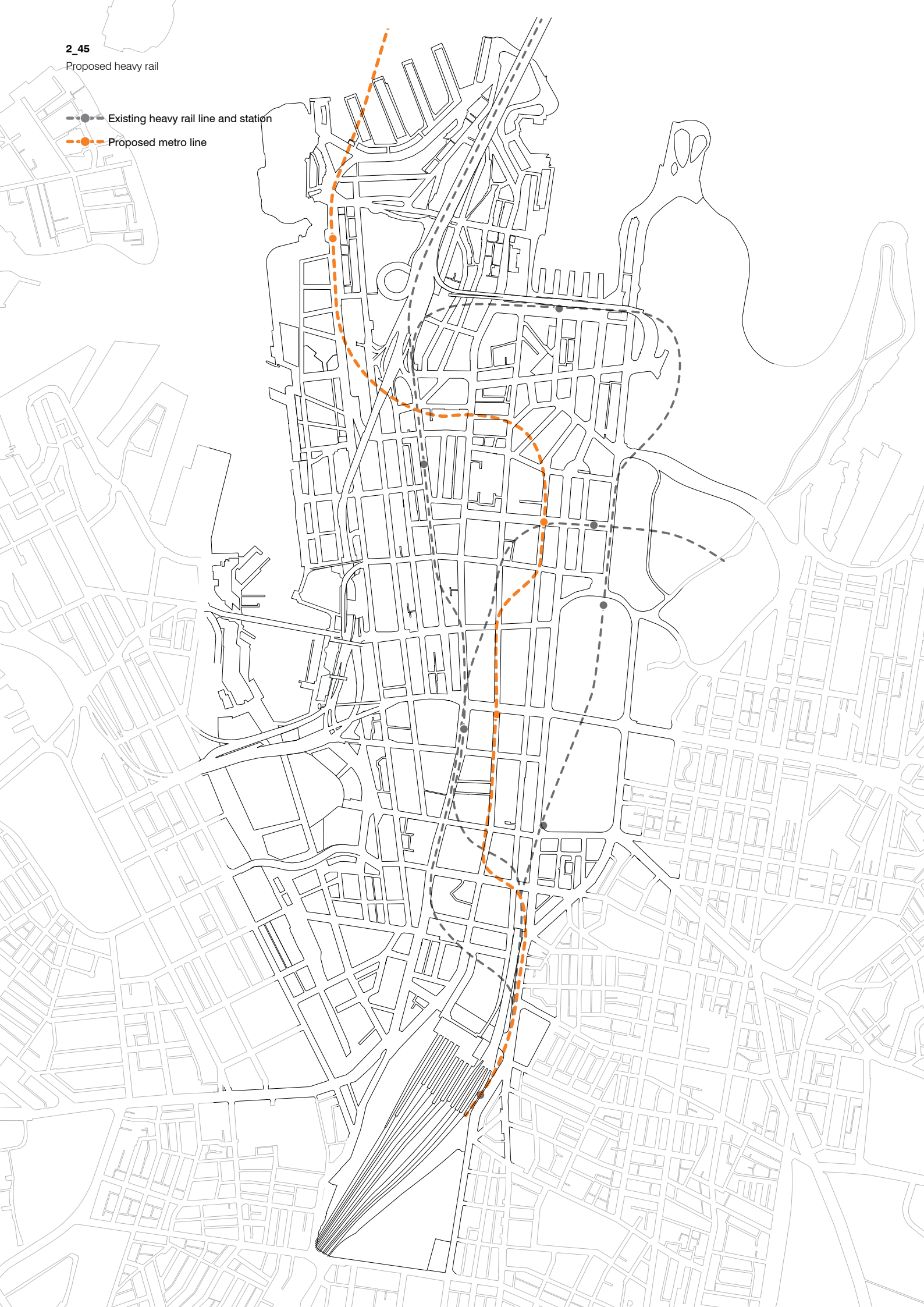


2_45

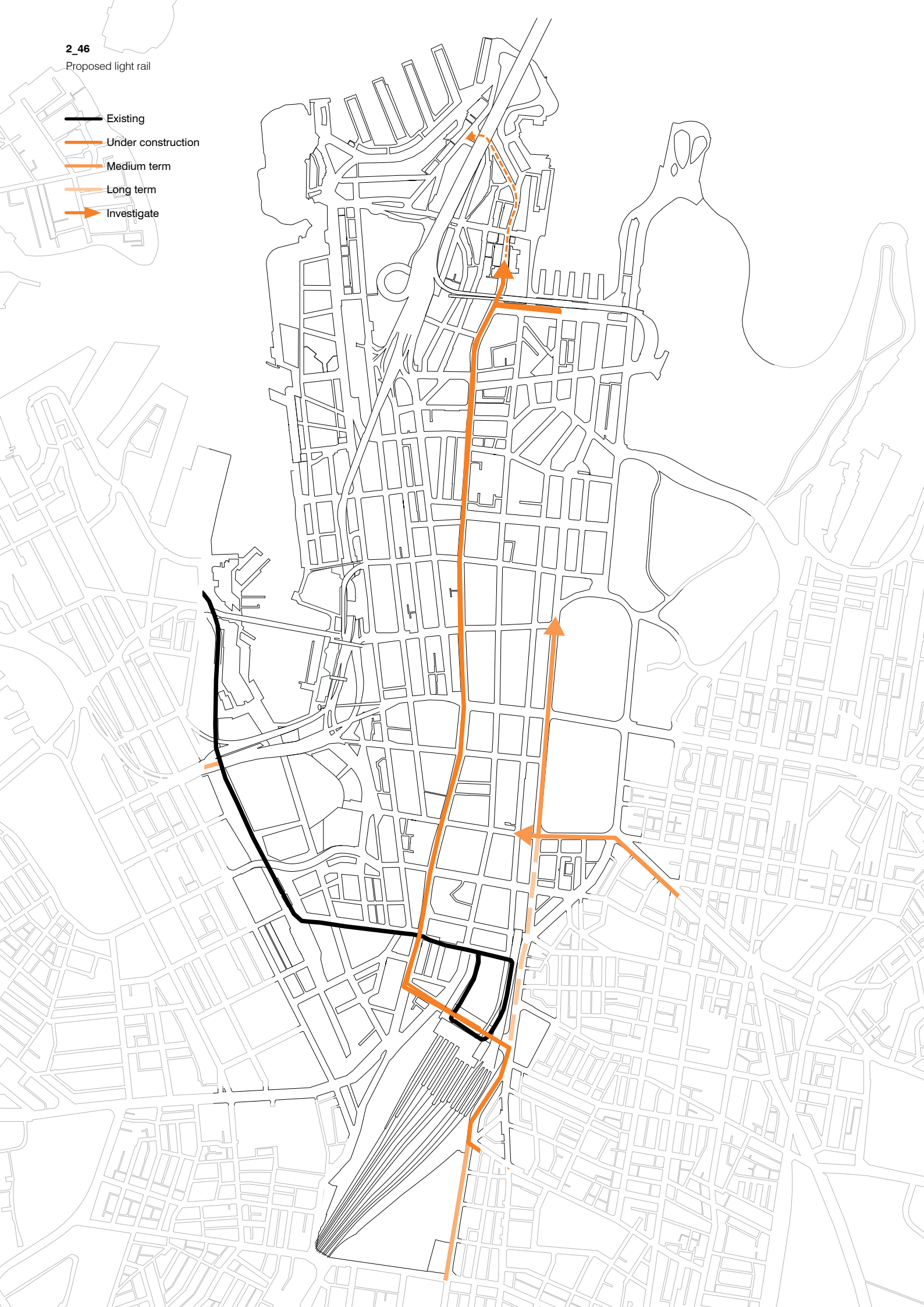
Proposed heavy rail

Existing heavy rail line and station

Proposed metro line



- Existing
- Under construction
- Medium term
- Long term
- Investigate

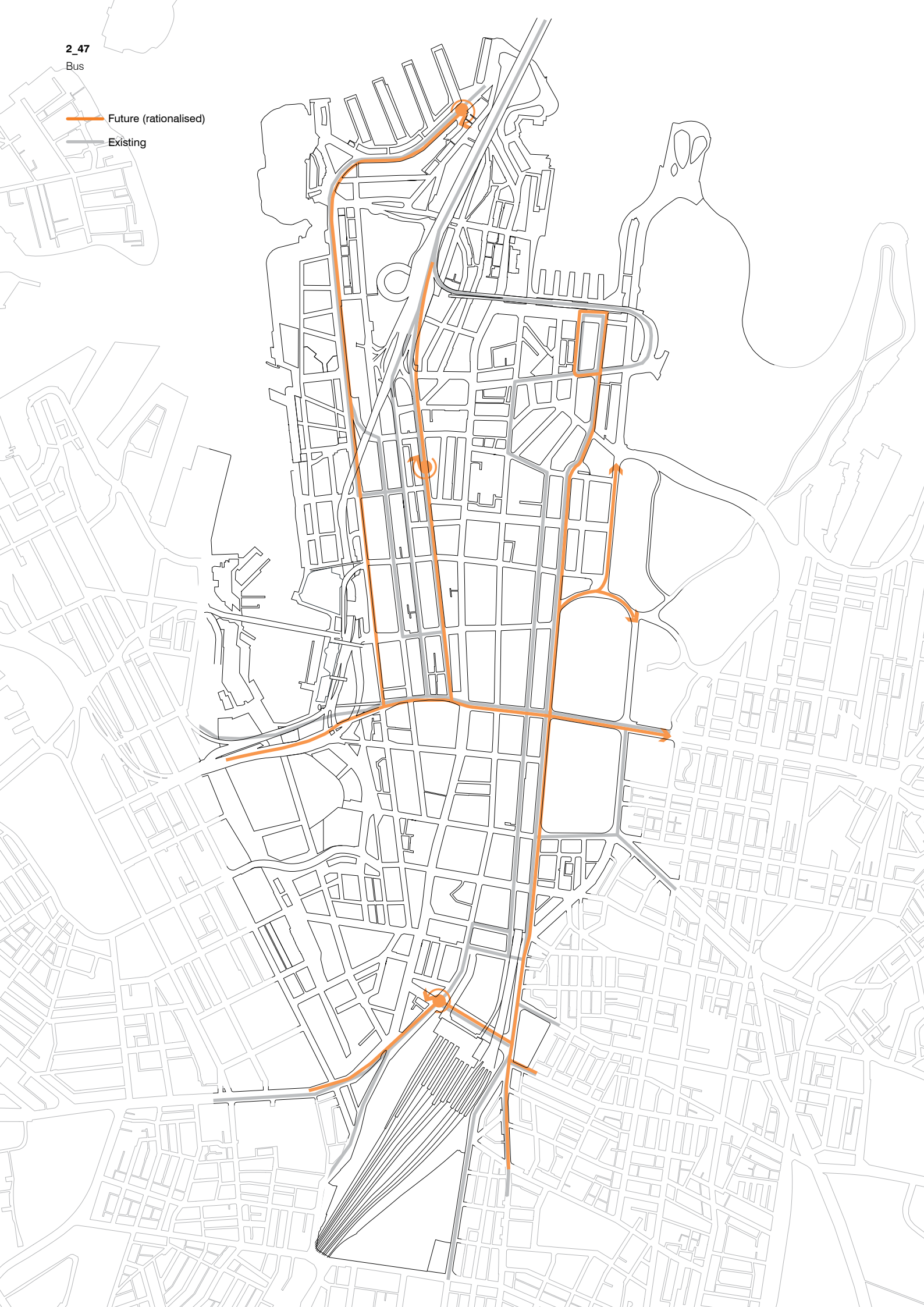


2_47

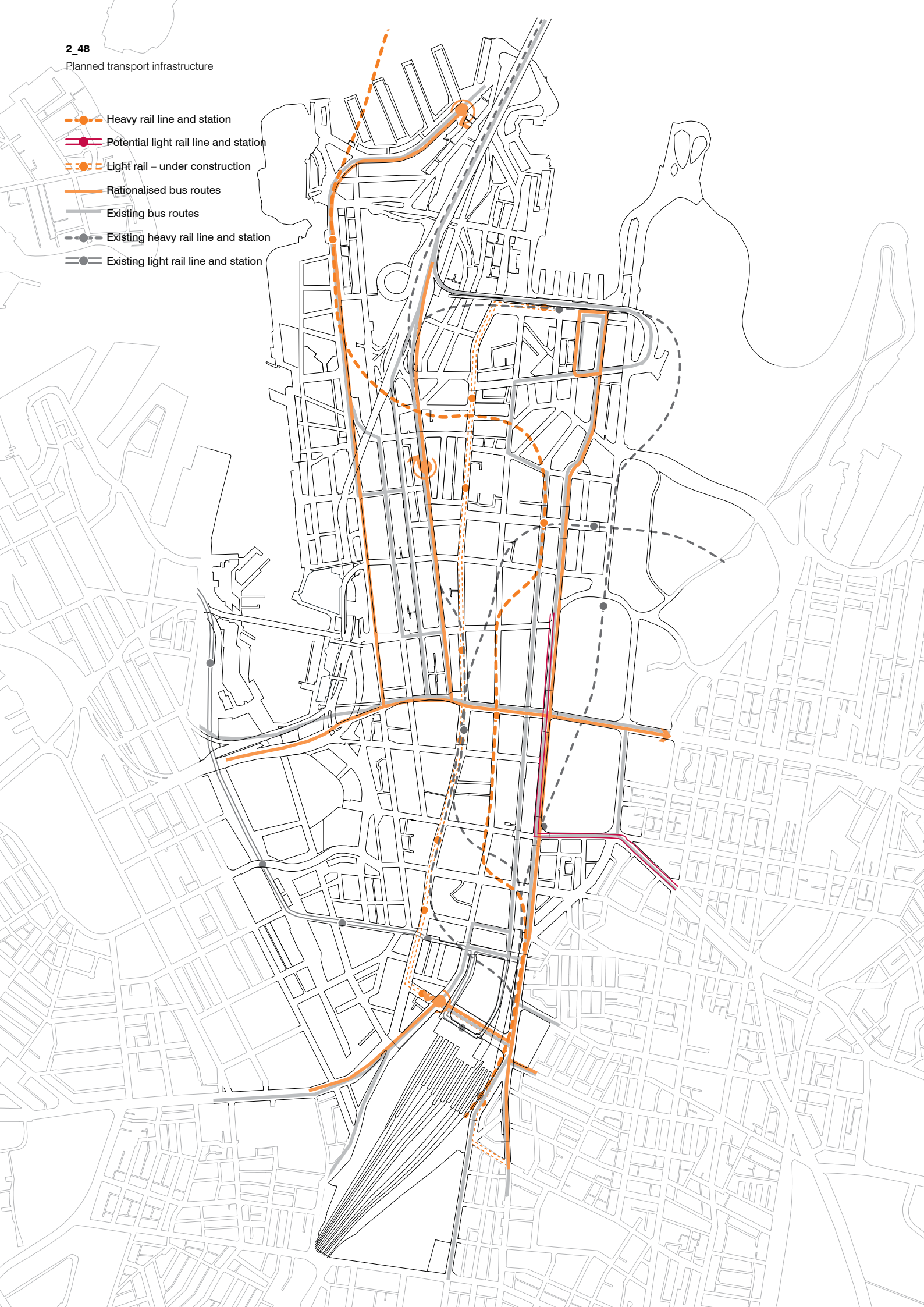
Bus

Future (rationalised)

Existing



- Heavy rail line and station
- Potential light rail line and station
- Light rail – under construction
- Rationalised bus routes
- Existing bus routes
- Existing heavy rail line and station
- Existing light rail line and station



Walking

Walking has nearly doubled in the last 10 years as a mode of transport. This largely reflects that more people live in Inner Sydney suburbs such as Pyrmont, Haymarket and Chippendale. In 2011, residents of the City of Sydney made 46 per cent of Central Sydney-bound work trips by walking.

Within Central Sydney, walking accounts for 90 per cent of all internal trips. Walkability is reflected in the specialised professional and industry clusters that have formed around key destinations, from retailing at Pitt Street to legal services at Phillip Street, and financial services around Martin Place. The proportion of trips on foot is increasing – both for people walking their entire trip, and for those walking to or from public transport.

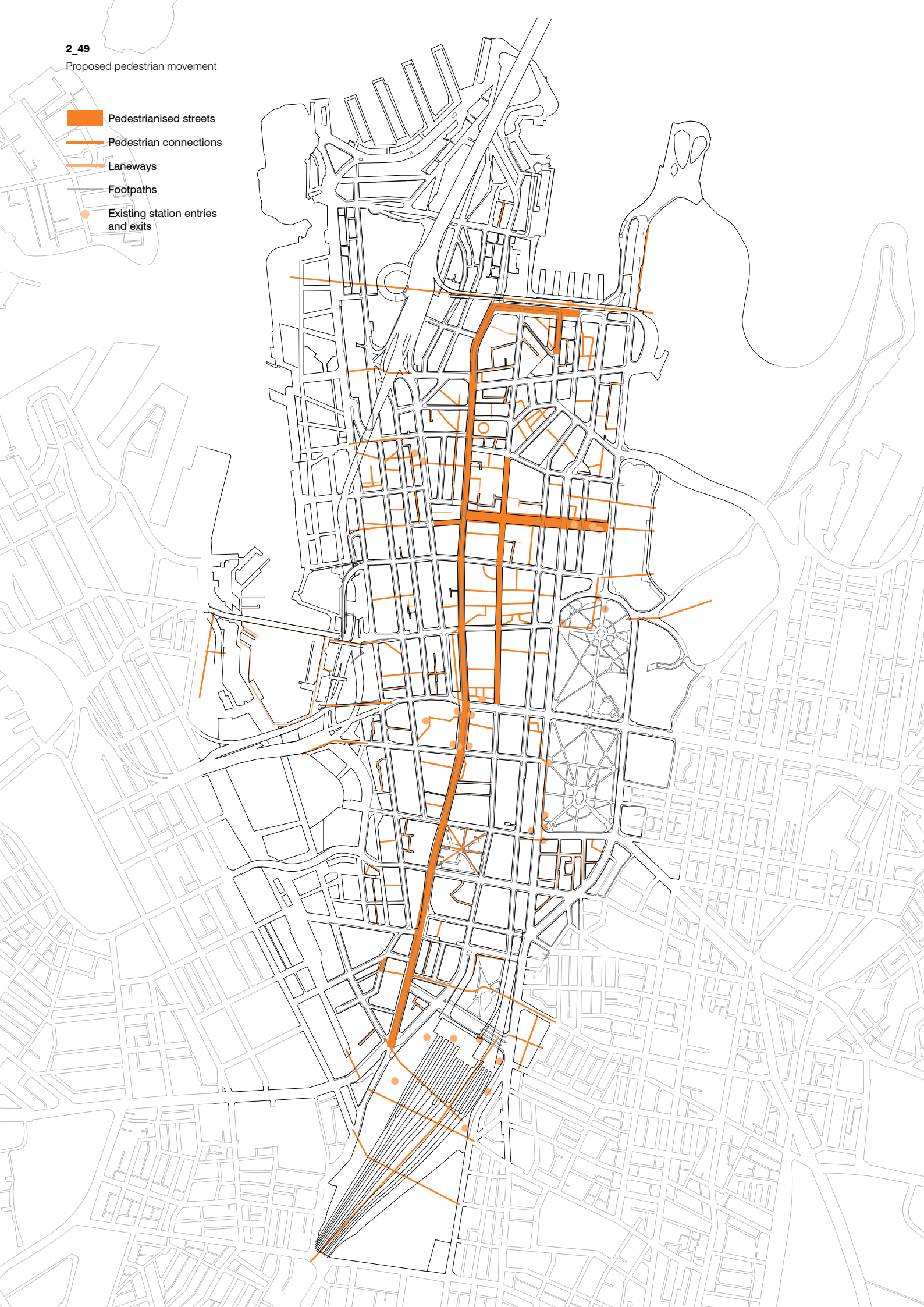
Studies indicate that truly walkable centres provide essential environments for the informal connections of business and private life. Public spaces like squares and semi-public spaces such as cafes, all accessed by walking, are becoming the places where connections are made, contracts are negotiated and deals are done. This trend requires greater attention to the needs of pedestrians and how to promote their productivity.

Demand for more pedestrian space will need to be satisfied within the finite area of streets. It will be increasingly difficult to allocate space among competing transport modes. To inform better decisions about allocating street space, better monitoring and data is required. Pedestrians, like cars, should be counted.

As pedestrian numbers in Central Sydney grow, the need for safer and more generous pedestrian spaces will increase. It is conceivable that many of Central Sydney's main streets could reach pedestrian capacity in the medium term. Understanding the current and future demand for pedestrian space in Central Sydney will be critical so the City can plan for increased pedestrian flows. Working with landowners will be needed to ensure new development makes a positive contribution to the street network.

Allocation of space to road traffic may need to be reconsidered and land owners and developers will need to work with the City of Sydney to provide for growth in the pedestrian network including through site links. Providing increased options for pedestrian's movements supports a more equitable Central Sydney where the pedestrian network is easily navigated and intuitive, promoting a highly productive, efficient and healthy Central Sydney.

The relationship between increased public transport provision and the need to increase capacity for pedestrians is often underappreciated. New metro and light rail infrastructure will increase activity and employment in Central Sydney, bringing in turn higher pedestrian numbers. As some bus corridors are replaced by rail and light rail, pedestrian activity will be increasingly concentrated at a small number of stops and stations. As more people enter Central Sydney, the increased demand for walking space on the street, particularly around and between key public transport access points, will need to be addressed.



Cycling

Since 2003, the number of bike riders has grown by more than 10 per cent per annum on major routes to the City, with peak cycling trips to Central Sydney likely to triple, and total cycling trips across the City likely to increase at least five times by 2036. This rapid rate of growth in the number of people choosing to cycle to and around the Central Sydney will be supported by completing the city centre cycleway network. This means some existing cycleways will be extended and additional ones built to connect the whole of the City of Sydney. In most cases, cycleways will be provided in street space currently not used for traffic movement, providing safer and more direct access for cyclists and encouraging them to use dedicated routes.

Social research undertaken by the City has indicated that the greatest barriers to cycling within the City are lack of safe, off-road bicycle lanes or paths. Prospective cyclists are daunted by the potential for riding a bicycle near parked cars or moving traffic. This also links strongly to the lack of proper cycle lanes, a linked network, dedicated cycle lights, markings on roads where cyclists are crossing or any of the other means that cities use to look after their citizens when they cycle.

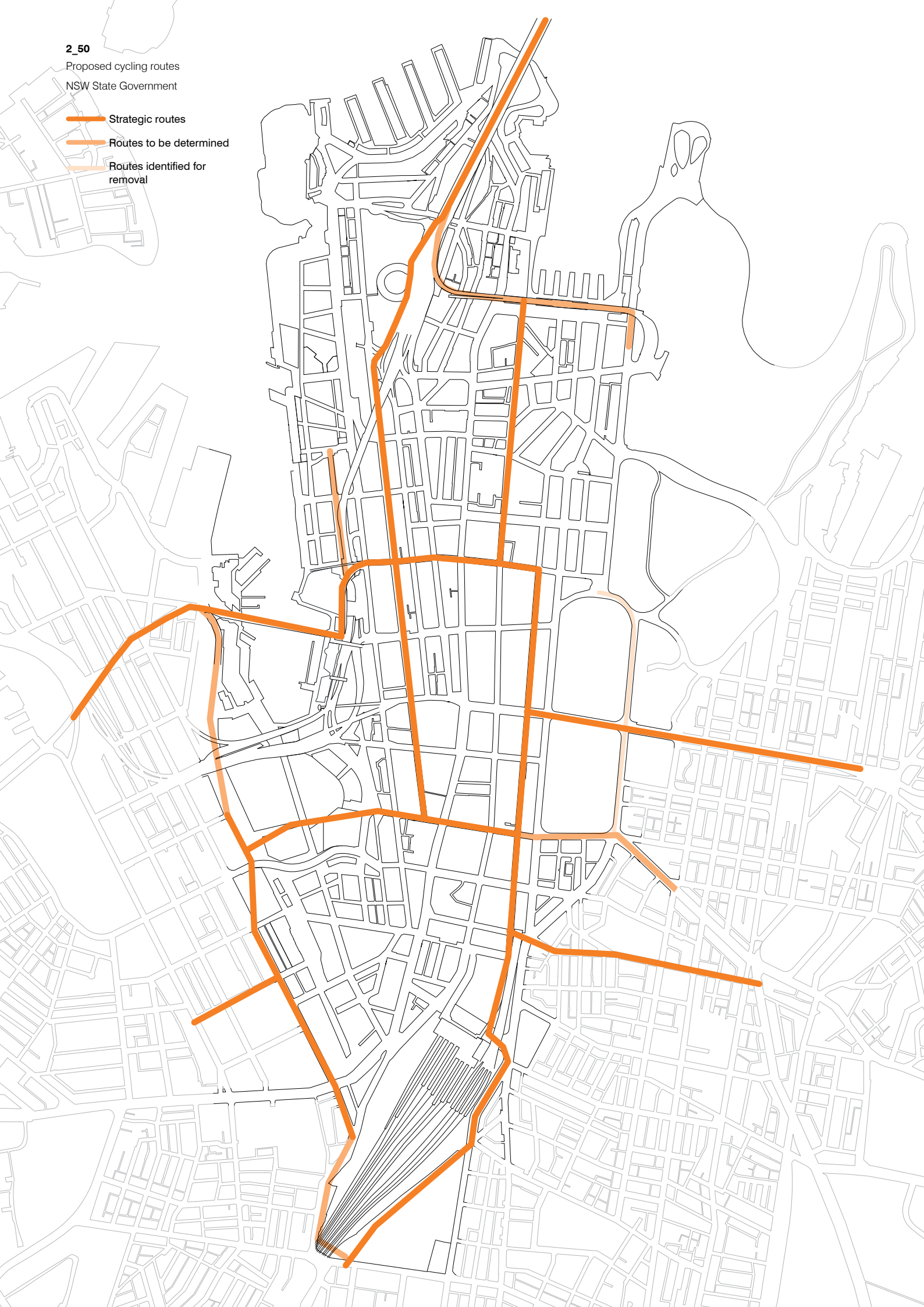
Separating cycleways from vehicles, buses and pedestrians will provide safer and more direct access for cyclists and encourage them to use dedicated routes. This will reduce the conflicts between cyclists and other street users.

2_50

Proposed cycling routes

NSW State Government

- Strategic routes
- Routes to be determined
- Routes identified for removal



Vehicles

Traffic that goes through Central Sydney undermines the safety of other users of streets, which are assisted by very low traffic speeds. Through traffic encourages speeding, which serves no one but these drivers. It uses valuable and finite space required for other more productive purposes. Removing through traffic would improve the productivity and character of Central Sydney.

Private motor vehicles require more space to move less people than any other transport mode in Central Sydney. Their spatial inefficiency undermines the ability to promote the efficiency, comfort and safety of other modes.

Taxis and other for-hire vehicles provide transportation within, to and from Central Sydney for destinations not well served by public transport, for those who need to travel outside busy hours of public transportation hours, and for those who find other modes difficult.

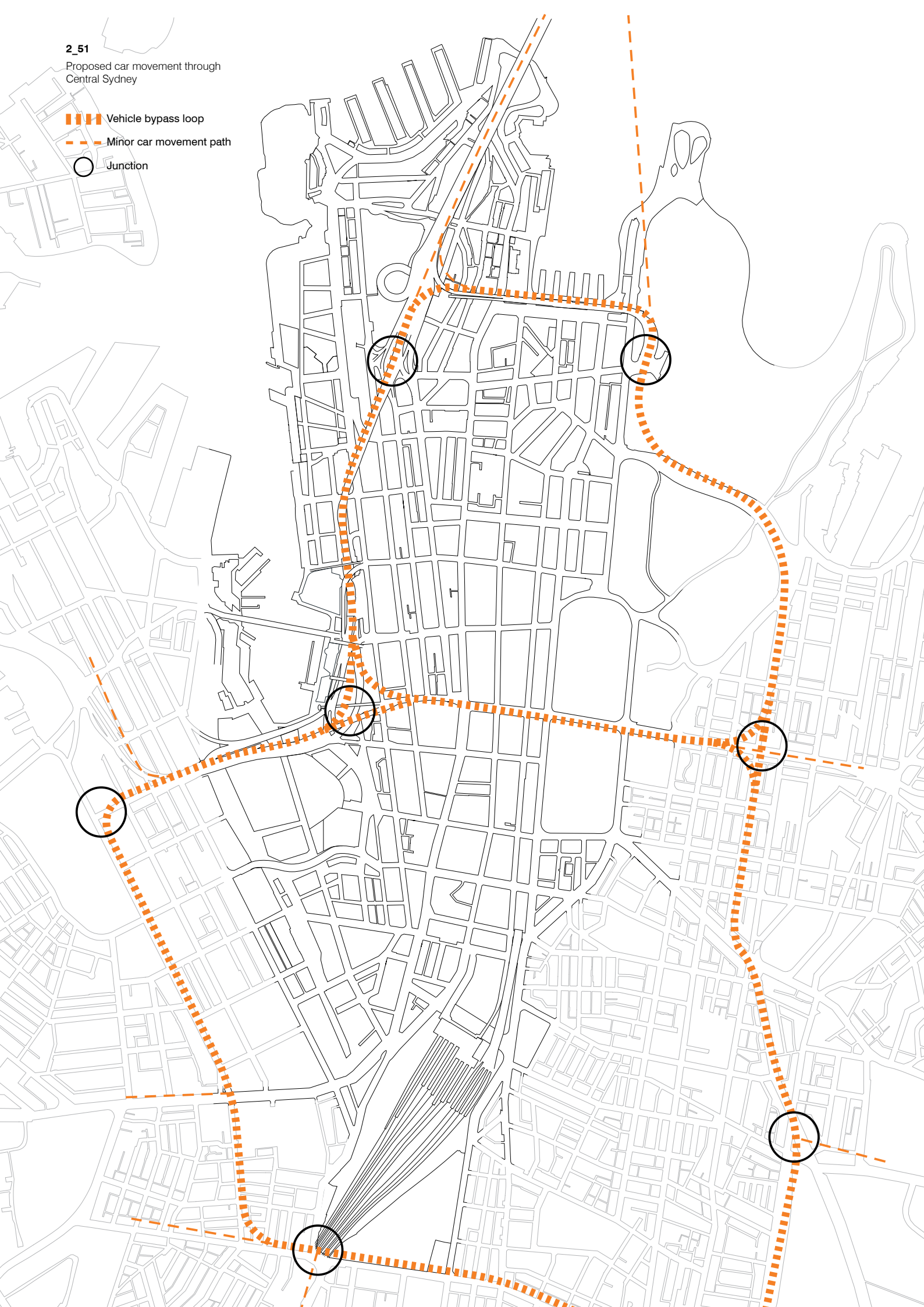
While walking and public transport accommodate most internal and inbound journeys, the majority of space on Central Sydney streets is disproportionately taken by private vehicles. On George Street at Bathurst Street, for example, cars accommodate about 17 per cent of travellers, but occupy 40 per cent of the street.

Paradoxically, the majority of private vehicles used for commuting trips to Central Sydney originate in the Inner Suburbs where public transport is most available. Middle and outer suburban commuters to Central Sydney rarely drive, and rely heavily on the rail network. Only 13 per cent of Central Sydney-bound commuters from Liverpool and Fairfield travelled by private vehicle, while 25 per cent of Waverley and 28 per cent of Woollahra commuters to Central Sydney did so. This suggests that the quality of public transport coverage does not adequately explain the decision to drive to Central Sydney, which is more likely to be influenced by the availability of on-site parking.

2_51

Proposed car movement through
Central Sydney

- Vehicle bypass loop
- Minor car movement path
- Junction



Central Sydney now has approximately 50,000 off-street parking spaces, divided between resident parking, tenant parking and publicly accessible parking stations. While most spaces are underground, they have a profound impact on the Central Sydney's limited street space. Because they accommodate so many cars, the traffic that results has a dominant impact on the management and character of Central Sydney's streets.

As Central Sydney and its surrounds grow, the pressures increase of managing street space. Careful attention to the supply and location of parking and loading docks can benefit all users with more space for pedestrians, more generous footpaths and public squares, reduced delays at intersections, and more efficient surface public transport. For private and delivery vehicles, it will mean reduced congestion, less pressure on kerbside loading and more efficient logistics.

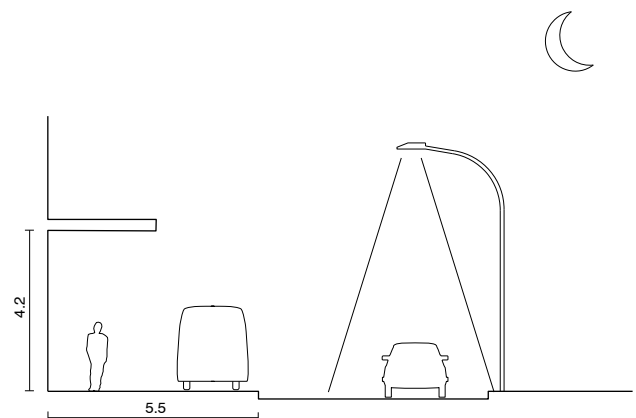
The location of site entries and driveways can have profound impacts on the functioning and character of Central Sydney. Inappropriate driveway locations can detract from high value retail and commercial frontages, attract private traffic onto routes needed by existing or future public transport services, and exacerbate conflicts between pedestrians and cars. Driveways also further impede the capacity of footpaths to accommodate a growing worker and resident population.

While planners in 1971 had sought to direct parking to the Central Sydney's Western Edge, the need has been increasingly recognised to constrain supply. Parking encourages peak-hour traffic, exacerbating congestion on Central Sydney streets and regional feeder roads, delaying buses, and increasing costs for essential service vehicles. At street level, the accommodation of driveways and extra traffic limits footpath space for pedestrians, exacerbates noise and road danger, and results in long waits for pedestrians at crossings.

Meanwhile, the high-density land uses in Central Sydney generate significant demand for delivery and service vehicles, and their loading and servicing. Growth in online purchasing and changes in logistics supply chains have increased the proportion and frequency of small parcel delivery, with commensurate increases in light commercial vehicle traffic. All of this growth will require careful management to limit impacts on the traffic network, reduce demand on kerbside loading space and allow the efficient operation of surface public transport.

2_52

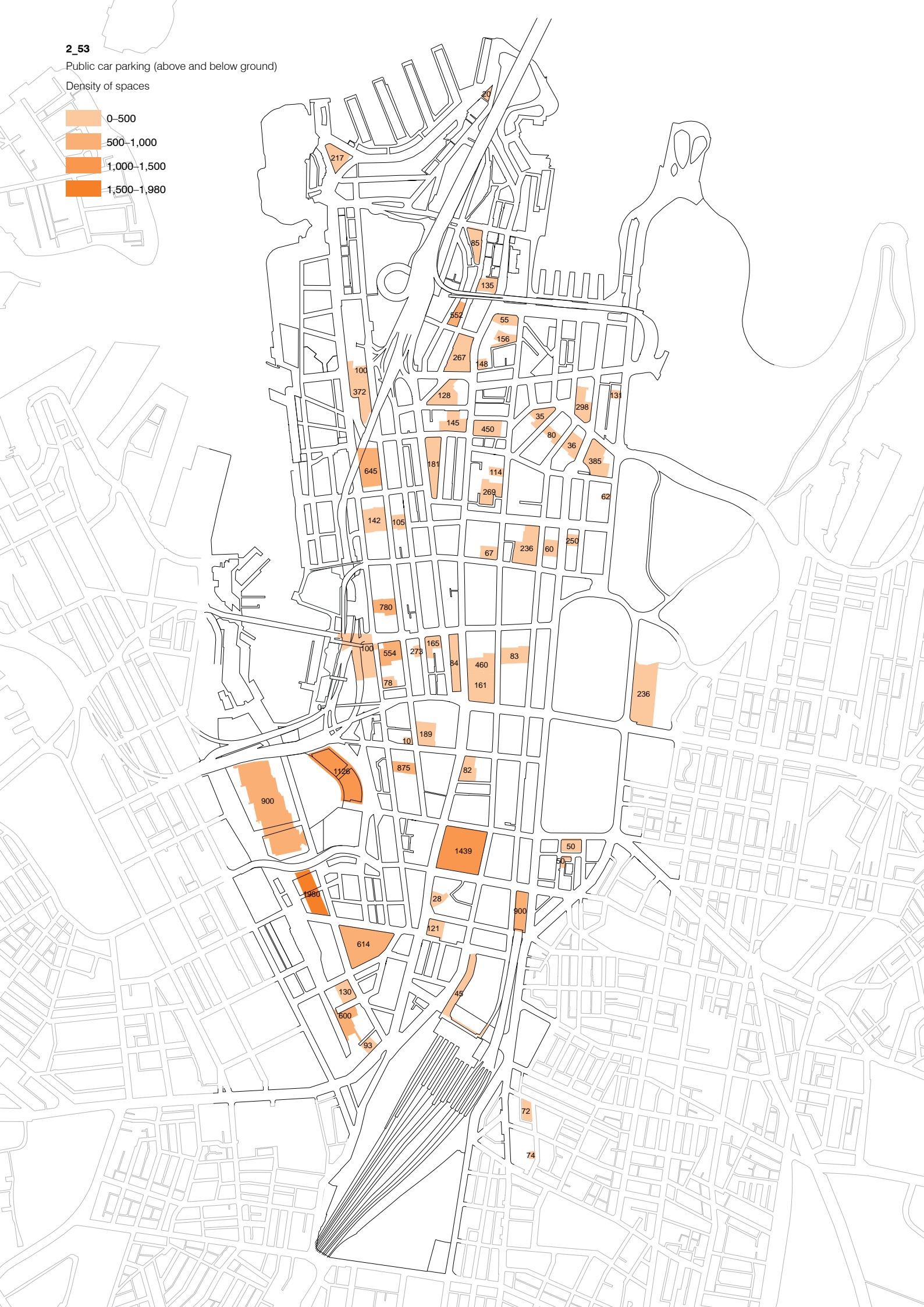
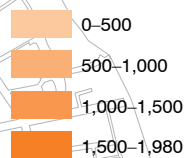
Night-time loading zones



2_53

Public car parking (above and below ground)

Density of spaces



Transport links between open spaces

Another key issue for transportation infrastructure is linking open spaces. Individually, Central Sydney's open spaces are significant but combined lack connection. The network of public spaces should be widened to encompass more and new significant spaces. Diverse walking links should be developed between them that can equitably be accessed by all, including people with a disability or with limited mobility. By doing so, Central Sydney can become a city of greater public life: a true city for people.

This has already occurred along the Sydney Harbour foreshore where the City of Sydney in collaboration with the State Government has progressively expanded opportunities for public access: a continuous walk is now possible all along the foreshore from Woolloomooloo to Barangaroo to Pyrmont and Glebe.

As described previously, Central Sydney is currently undergoing one of the most significant transformations since the 1971 Strategic Plan. The main George Street strip is being pedestrianised between Hunter and Bathurst streets and footpaths are being widened. George Street will be an inviting public space where people want to shop, visit and do business. Greater space for pedestrians along the street will mean cafes and restaurants can introduce outdoor dining areas.

The revamped George Street will become an easy way to travel between key attractions from The Rocks and Circular Quay to Central Sydney's retail heart and down to Chinatown. Light rail will also link hotels to the renewed Sydney Convention and Exhibition Centre and three future major public squares at Circular Quay, Town Hall and Railway Square.

Beyond George Street, expanding the walking network between public places and improving the amenity of existing footpaths and pedestrian links will support sustainable growth in Central Sydney. A rich walking network with high amenity and many routes, links, crossings and connections will not only assist in addressing footpath capacity constraints, but will provide more choice and encourage more people to walk.

This has a range of social and economic benefits. It spreads the load of pedestrians, reducing strain on infrastructure; promotes community health and the reduction of obesity; creates opportunity for social interaction; and spurs economic activity by bringing people into new spaces. It also reduces the demand on public transport for short trips by reducing walking distances.

2_54






Open space characteristics and adequacy

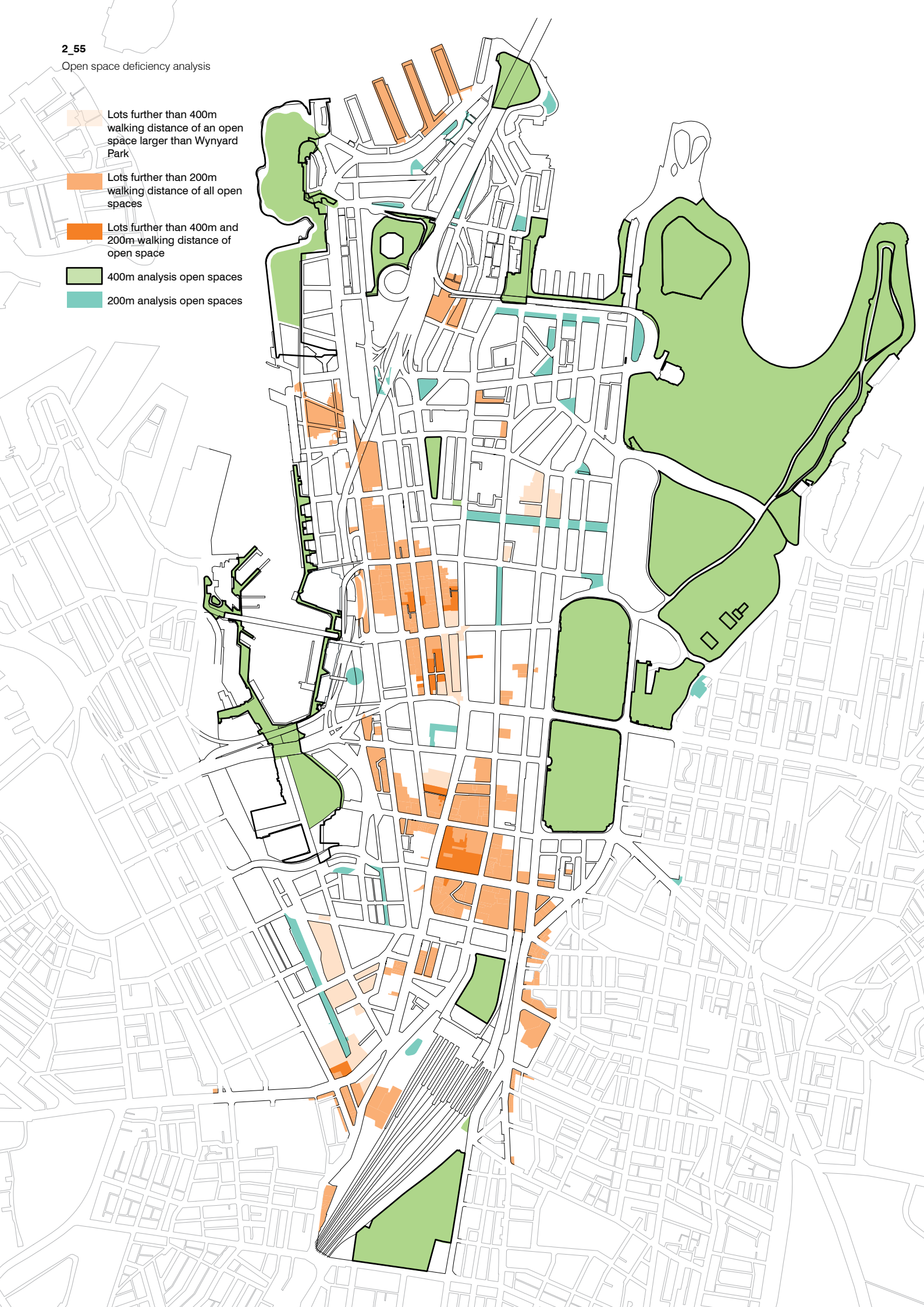
Provision of public space

Feature	Core	West	Midtown	South
Small public places	Yes	No	No	No
Parks (large)	Yes	Yes	Yes	Yes
Sun-protected spaces	Yes	Yes	Yes	Yes

Connectivity to public space

Feature	Core	West	Midtown	South
Directness	Yes	Yes	Yes	No
Slope/grade	Yes	No	Yes	Yes
Legibility	Yes	No	Yes	No
Fine-grain	Yes	No	No	Yes
Quality/pedestrian	Yes	No	No	No

-  Lots further than 400m walking distance of an open space larger than Wynyard Park
-  Lots further than 200m walking distance of all open spaces
-  Lots further than 400m and 200m walking distance of open space
-  400m analysis open spaces
-  200m analysis open spaces



Sydney Airport

Sydney Airport is arguably Australia's most significant transport infrastructure, facilitating the movement of more than 36 million passengers and 395,000 tonnes of international air freight annually. A daily A380 service from Dubai to Sydney, on an annual basis contributes an estimated \$342 million to Australia's gross domestic product and 4,400 jobs; a daily service from China to Sydney: \$388 million and 5,000 jobs.

While the Strategy and the City of Sydney have no part to play in the funding, growth or operation of Sydney Airport, the development potential for Central Sydney is directly influenced by its location, limitations and operations. It is therefore an important factor to consider in regard to Central Sydney's overall infrastructure.

Sydney (Kingsford-Smith) Airport is 7.8 kilometres south of Central Sydney and plays an important role in Central Sydney. It offers key competitive advantages and key components of metropolitan Sydney's ability to remain a global city through its safe and efficient operation, its proximity and connection to Central Sydney, and the role it plays as Australia's primary international transport hub.

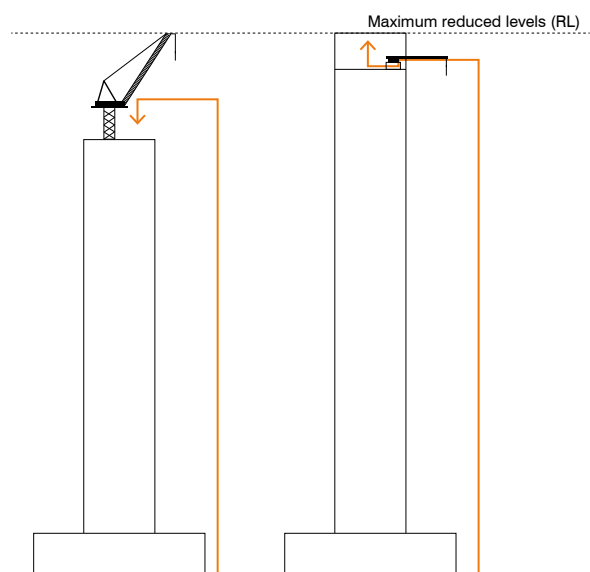
Any physical obstructions, such as buildings, above the height levels of airspace operation have the potential to seriously limit the scope and efficient of operations in and out of Kingsford-Smith (refer to 2_57). For this reason, along with sun access, airspace operation levels form a key consideration that underpins the Strategy's approach to height. The City of Sydney, working in close consultation with aviation authorities, have sought to set height limits of buildings at maximum levels without penetrating any of the six airspace operation levels that apply to Central Sydney. With heights responding directly to these operation levels, increased certainty is provided to potential investors, developers and decision-makers around the feasibility of developments and expected outcomes.

Critically, where developments seek to maximise height, they must also address methods of construction. Temporary construction equipment, most typically tower cranes, are still considered a penetration of airspace operation levels. The likelihood that any penetration, temporary or not, is approved by aviation authorities and the City of Sydney is unlikely.

Constructing to the maximum heights requires innovation from the development industry. Constructing towers with spires, or masts, is probably the easiest way to construct to the maximum height without exceeding the height limit (and airspace operation levels) during construction. On the Petronas Towers in Malaysia, and the Burj Khalifa in Dubai, masts were constructed at a lower level, below the height limit, using cranes for the installation of material. Then the completed mast was jacked vertically into its permanent location. Flat-top towers will require a similar solution with the uppermost floors and roof constructed at a lower level and jacked into position when completed.

2_56

Cranes and their use within height constraints

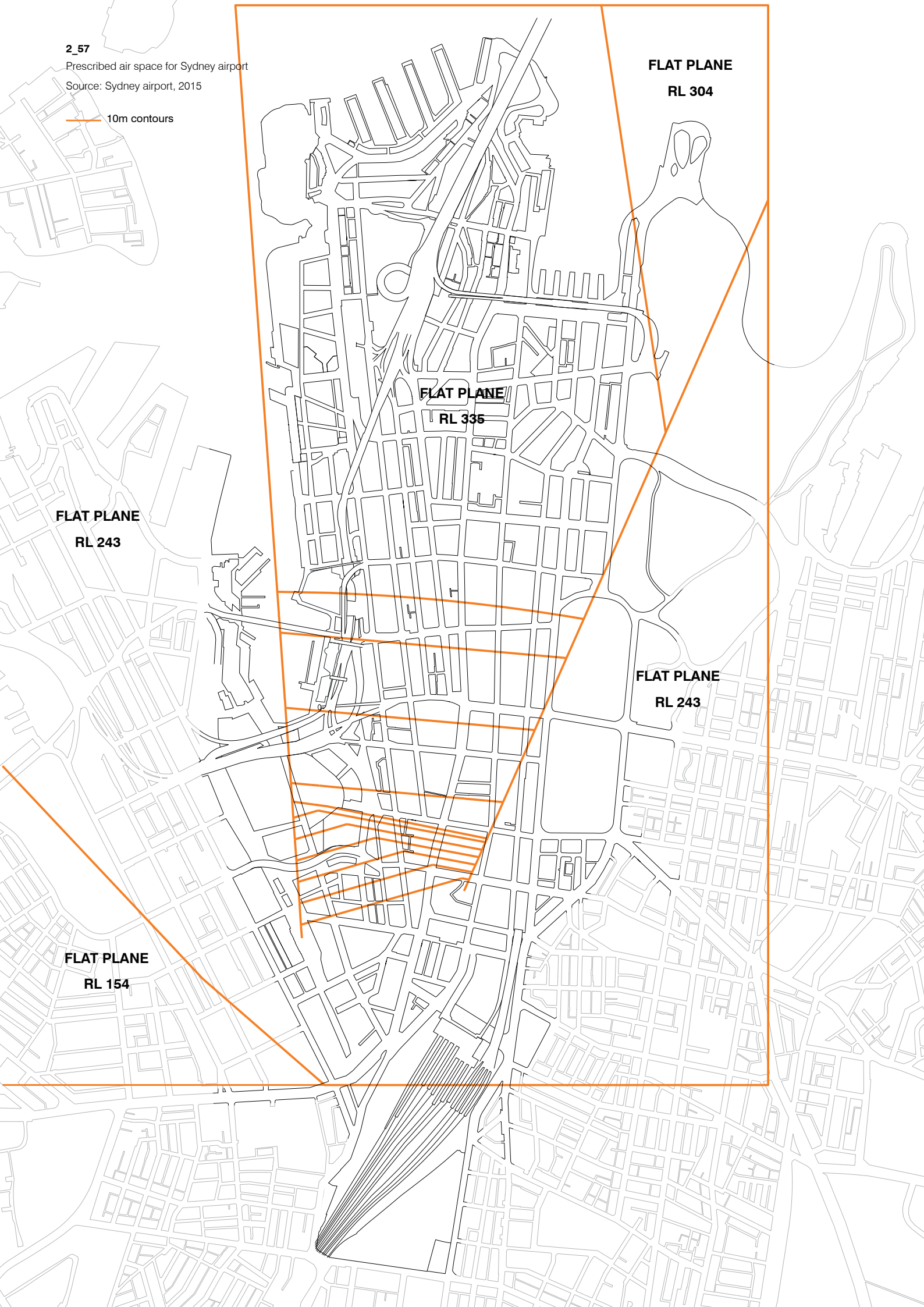


2_57

Prescribed air space for Sydney airport

Source: Sydney airport, 2015

10m contours



Community, cultural and social facilities

Central Sydney is the social centre of NSW. Its community and cultural facilities belong to all those that live and work in and visit Central Sydney. High-quality community and cultural facilities in Central Sydney are vital to metropolitan Sydney's regional identity and reputation as a liveable and dynamic global city. This cultural growth and economic diversity in turn supports metropolitan Sydney's ongoing competitiveness in the global economy, attracting investment and talent.

A person working in Sydney can run their entire daily life from Central Sydney. This is a huge part of why workers choose to work here – for the abundance of, access to and availability of local services and facilities. It is also why people choose to move here and visit – to take advantage of so many cultural and community facilities to suit their needs. With a daily population of over one million, the City of Sydney must ensure that Central Sydney's growing worker, residential and visitor populations continue to be well served into the future.

This can be accomplished by providing sufficient social infrastructure in the form of community and cultural facilities. These are vital to the fabric of urban life, community connectedness, and creating social capital and community resilience. They directly support the liveability of the Central Sydney and the wellbeing of its worker, visitor and residential communities. They provide spaces for Central Sydney's diverse communities to enjoy entertainment, creative and recreational pursuits, education and training, and rest and respite in a dense urban environment. And they also provide focal points for the community to come together, supporting a local sense of place and belonging.

Central Sydney does and needs to continue to provide a rich array of facilities that serve as catalysts for neighbourhood renewal and community development. These will help galvanise communities by creating opportunities for innovation, creativity and enterprise. One way to do this is supporting entry-level and start-up enterprises and other businesses through the provision of floor space, such as using planning controls to lower the cost of non-residential floor space.

Cultural facilities, such as museums and performance spaces, facilitate a creative, expressive and lively city, a city that people want to visit and spend time in. Well-designed community and cultural facilities can serve to activate high streets in the inner city, creating interest and vibrancy while complementing commercial and residential development. They can be catalysts for neighbourhood renewal and community development.

Central Sydney's community and cultural facilities such as libraries, community hubs and sporting facilities provide support, services and social and recreational opportunities to a broad cross-section of metropolitan Sydney's community. They are highly utilised and in some instances have difficulty in accommodating current demand. As Central Sydney's population grows at a high sustained rate, we are already seeing increased pressure on already very stretched community infrastructure such as libraries, recreation centres, health and education services, and associated community facilities that can be used for hire or programming for social programs and services. So, growth is needed in community and cultural facilities to cater to the commensurate growth in new residents, workers and visitors.

Child care facilities are under particular strain in the City of Sydney. The City's Child Care Needs Analysis Study 2013 concludes that a range of strategies are urgently needed to increase the supply of child care places to meet the current and growing shortfall, including increased delivery by the private and not-for-profit sectors.

Public toilets contribute to the quality of Central Sydney's public domain and its liveability. The aim of the City of Sydney's *Public Toilet Strategy 2014* is for a "highly regarded, safe and accessible network of public toilets to meet the current and future needs of a world-class city". With a daily population of over one million, the City of Sydney must ensure that Central Sydney's growing worker, residential and visitor populations continue to be well served into the future.

Key social infrastructure, such as primary and secondary schools and related child care facilities, healthcare facilities and emergency services, must be provided to support population growth in Central Sydney. The City of Sydney does not directly provide these services; most are provided by State government agencies. However, it plays a role in advocating on behalf of the community for the provision of adequate infrastructure.

"Opportunity spaces" – such as spaces for start-up enterprise or community organisations that encourage community development – enhance social, cultural and environmental programs and services and address community opportunities and needs. These spaces are available under the City of Sydney's accommodation grants program where the City leases community facilities or space within facilities at no charge or at a reduced rate. The City of Sydney can also work with industry and community to better support creative enterprises including through access to cultural facilities and equipment, studios and workshop spaces, and other types of facilities that provide avenues for increased creative participation.

2_58

Distribution of community and
local service facilities

Internal area m² (2012)

Up to 5,000

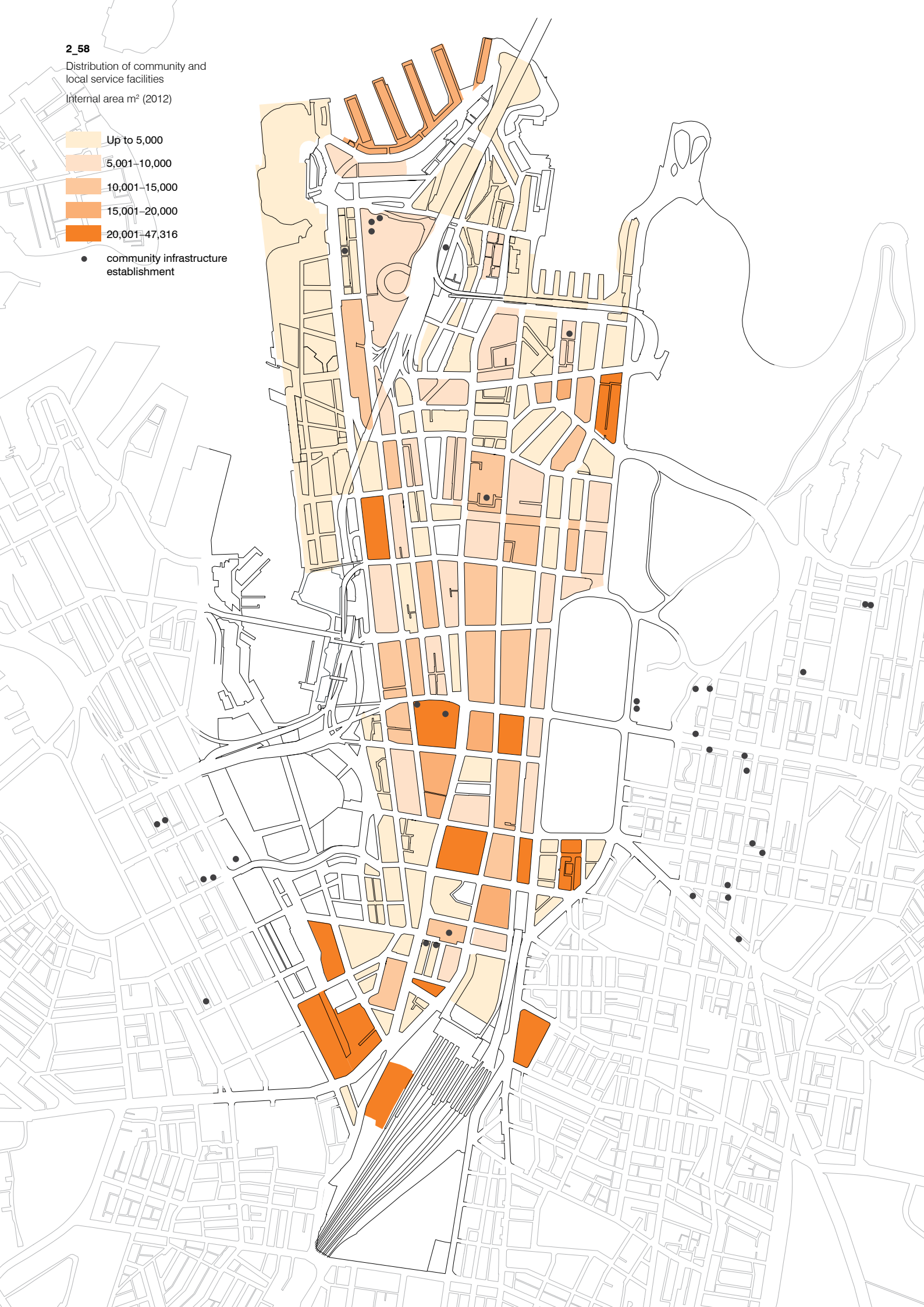
5,001–10,000

10,001–15,000

15,001–20,000

20,001–47,316

● community infrastructure
establishment



Affordable rental housing

The City of Sydney's Sustainable Sydney 2030 plan and its Affordable Rental Housing Strategy 2009–2014 establish an ambitious target that in 2030, 7.5 per cent of City of Sydney housing will be affordable. Currently, housing supply in the City of Sydney comprises 9.8 per cent social housing and 0.7 per cent affordable housing; about another 8,000 affordable housing dwellings are required to achieve the 7.5 per cent affordable housing target.

Affordable rental housing are dwellings for rent that are affordable to very low, low and moderate income households. These households typically comprise workers such as hospitality workers, young professionals, retail workers, and key support services. Affordable housing is not social housing. It can be private or publicly owned, but available at a price that is less than 30 per cent of household income. Because of the cost of private accommodation in Central Sydney, it is unlikely that affordable rental housing will be delivered by the market. Moreover, affordable accommodation will not necessarily be accessed by very low, low or moderate income households.

The gentrification of the City of Sydney and surrounds has exacerbated the relative inequality among those who can and cannot afford housing. In Central Sydney, the market is virtually inaccessible to those on very low to moderate incomes. These same people are increasingly forced out of surrounding City of Sydney suburbs, relocating to outer suburbs and commuting further distances for employment.

Where in 2011, Central Sydney's two most populous age groups were "tertiary education and independence age" and the "young workforce", by 2036 these two groups will proportionally decrease by 12 per cent replaced mostly by "parents and homebuilders", "empty nesters and retirees" and "seniors". This highlights a looming skills crisis for new and establishing business, not just a lack of direct access to a large student population and a highly mobile and educated young workforce, but a lack of access to well-staffed service industries – retail, food and beverage, and entertainment – that help them to attract workers from across the globe. This growing loss of lower-income households results in essential employment sectors finding it increasingly difficult to fill employment vacancies and staff shifts, hampering business productivity and economic growth.

Currently at around 50,000 employees, low income workers make up about 17 per cent of Central Sydney's workforce. With significant population growth expected in Central Sydney over the next 20 years, some of the jobs that will locate to Central Sydney will be for low-paid workers who are essential to our economy. In addition, a general demand for the services provided by low-income workers will increase as a result of more workers, residents and visitors.

The lack of provision of affordable housing also exacerbates the issue of people living in overcrowded, poor-quality housing. With a one-quarter rise in occupancy rates between 2007 and 2012 for sites south of Bathurst Street, the evidence suggests that with increasing demand to live close to Central Sydney, people are willing to compromise their living standards for the potential economic and social gains of living close to Central Sydney and its amenities. Planning for affordable housing in the City of Sydney for low-income earners is critical for the economic and socially sustainable growth of Central Sydney. Delivering affordable housing means providing housing for a diverse population with diverse needs, and is critically important in the creation of sufficient social infrastructure.

2_59

Change in median price by dwelling type, 2006 and 2014

Derived from Valuer General dwelling sale records, 2006 and 2014

Dwelling type	Area	Median prices 2006	Median pices 2014	% change in real price 2006–2014
Apartments	City of Sydney	\$533,200	\$700,000	31.3
	Metropolitan Sydney	\$477,400	\$575,000	20.4
Houses	City of Sydney	\$756,400	\$850,000	12.4
	Metropolitan Sydney	\$620,000	\$700,000	12.9

2_60

Change in median entry rents by dwelling type, 2006 (adjusted to \$2014)

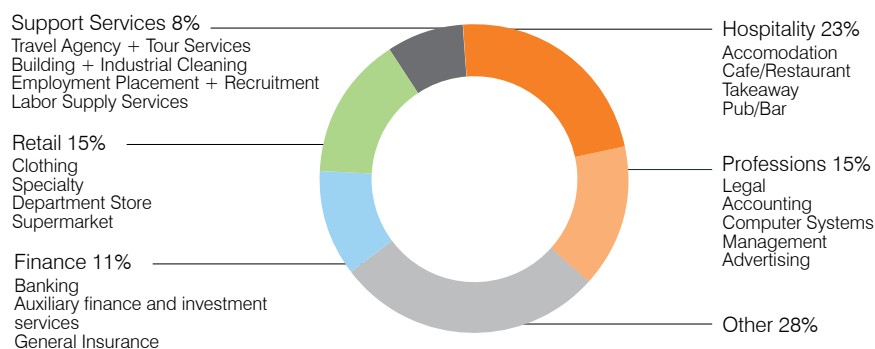
State rental bond authority (NSW Fair Trading), 2014

Dwelling type	Area	Median rents 2006	Median rents 2014	% change in real rent 2006–2014
Apartments	City of Sydney	471	585	24.2
	Metropolitan Sydney	372	480	29
Houses	City of Sydney	533	690	29.4
	Metropolitan Sydney	372	500	34.4

2_61

Industry sectors employing greatest percentage of low-income workers in Central Sydney, 2011

Source: 2011 Australian Census



Energy, waste and water

Addressing climate change is our biggest global and local challenge. Cities have a critical role in reducing greenhouse gas emissions. This is because cities cover only 2 per cent of the Earth's land surface but have more than 50 per cent of the population and cause 75 per cent of the world's emissions. So, using energy infrastructure wisely and supporting alternate sources of energy is key to how Central Sydney contributes to these efforts.

Using energy efficiently saves precious resources, improves productivity and resilience, and maintains metropolitan Sydney's position as one of the most desirable cities to live and work in. It also results in substantial cost savings, necessary with the steep rise in energy prices in recent years. The City of Sydney is assisting the State deliver on its commitment to achieve an energy savings target of 16,000 gigawatt hours by 2020; at the same time, the City delivers its own vision for Central Sydney of a low-carbon city not reliant on coal-fired electricity. The results of energy efficiency initiatives in the City of Sydney can already be seen. Total electricity and gas consumption has fallen in recent years, reflecting the efforts of individuals and businesses.

This falling trend in energy consumption has occurred at the same time as rapid economic growth, with increases in employment, new businesses, jobs, new dwellings and floor area. Economic growth in Central Sydney is becoming decoupled from growth in energy use – a trend also observed elsewhere globally as efficiencies improve and energy usage behaviours change.

But the full potential for energy efficiency in Central Sydney will not be reached due to factors such as the split incentive (where landlords make investments while tenants gain the benefits), complex decision-making processes, and limited interest and access to capital. Intervention is needed; without it and with significant increases in floor space to accommodate Central Sydney's growing worker and residential populations, total energy use will increase.

Electricity demand forecasts for Inner Sydney (the Eastern Suburbs, City of Sydney, Botany and Marrickville) indicate that the need to address a shortfall in electricity capacity could vary from 2019 to 2023 (refer to 2_63). With nationally significant infrastructure – including Australia's financial hub, the Australian Stock Exchange, the heart of metropolitan Sydney's public transport network, Sydney Airport and Port Botany – as well as over 500,000 households and businesses located within the area, the need for initiatives to support the energy network are essential to delay committing to significant capital investment and to insulate metropolitan Sydney from the very real possibility of network outages, especially at peak usage.

Energy efficiency, along with local generation and demand response, has the significant potential to reduce peak demand in the electricity network, but only where that efficiency can be applied to offset energy use at peak times and locations. This is needed but may be difficult to achieve.

Each day, energy use rises and falls in line with people's activity at home and at work, creating a typical "load profile". In Inner Sydney, the electricity network peak is typically greatest in summer, between 11am and 8pm. The peaks are mostly driven by electric air conditioning systems which tend to be turned on at about the same time in response to rising temperatures, creating a "peaky" electricity demand profile.

The peak period for Central Sydney occurs when business peak energy demand overlaps with residential peak demand in the afternoon and early evenings. This is contrary to profiles of traditional energy demand, where mixed-use precincts are usually considered a good thing as the mix of user profiles enables demand to be spread across the day: from workers during the day and from residents in the evening. At the same time, Central Sydney's increasing daytime residential population of seniors, shift workers and stay-at-home workers means that residential users are increasing afternoon demand with an intensified peak of both worker and resident users between 4pm and 6pm.

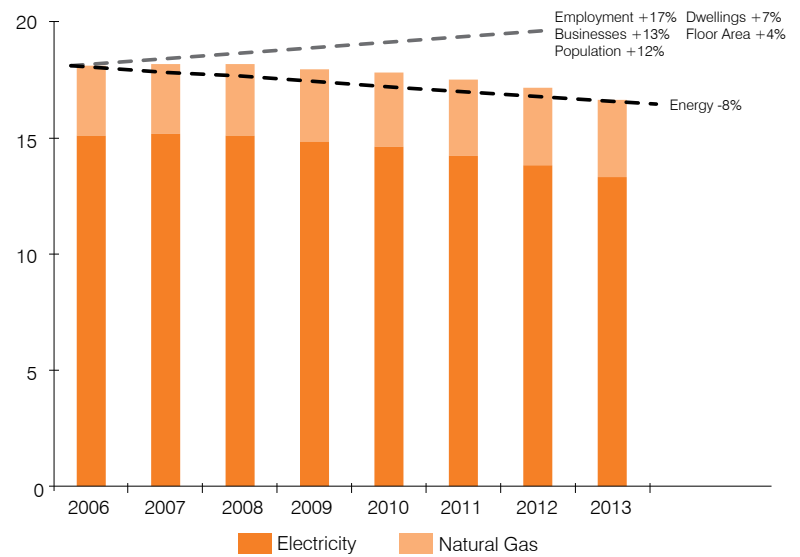
Energy efficiency initiatives and local generation solutions reduce future pressure on electricity transmission and distribution networks. This in turn delays or avoids the need for investment in the networks based on the need to increase capacity, and reduces future upward pressure on electricity prices.

Central Sydney also has significant potential to reduce energy consumption as more than three-quarters of its total energy is consumed by non-premium office buildings, apartments, A-grade office buildings, hotel accommodation and car parks. The City, developers and building owners must work together to ensure that buildings incorporate designs that enable them to make use of networks and technologies that reduce utility usage and generation of waste to landfill. New buildings and renovation and extension of existing building stock should be highly water and energy efficient, and be designed with resource conservation and waste avoidance in mind, both in terms of selecting construction materials and controlling waste generation during the operational lifespan of buildings. A smarter, more sustainable Central Sydney will ensure the City stays a player on the world stage.

2_62

Gas and electricity consumption trend, City of Sydney LGA

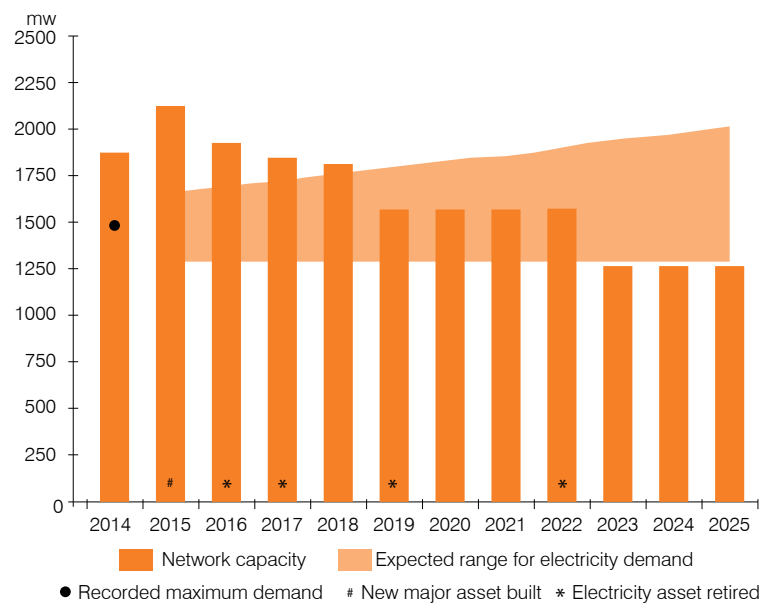
Millions of gigajoules (GJ)



2_63

Electricity capacity demand for Inner Sydney

Electricity megawatts (mw)



2.7

Land use

This sub-section describes development for land use in Central Sydney: office, residential, retail and visitor accommodation. While the provision of office floor space is crucial for Sydney's economy and status, the expansion of residential floor space has created challenges. Central Sydney's retail sector is dynamic and continues to contribute to a lively street life and economy, one which also attracts visitors. The Central Sydney Planning Strategy aims to strike a balance in land use that serves its people while ensuring that the mix of land use contributes to a city that is dynamic and world-class.

Meanwhile, to implement the Strategy, it is key to have a clear understanding of current property dynamics, and respond to them and shape them in a way that benefits Central Sydney. This sub-section discusses patterns of supply and demand, and how market conditions of Central Sydney's individual precincts may influence this in the future.

Market dynamics and the overall economy are difficult to predict and subject to influence by immeasurable local and global factors. A good understanding of what may occur, however, better equips the City to respond with a planning strategy that is positioned to deliver on its objectives, as well as those of the State, for Central Sydney.

Office floor space

Central Sydney is at the core of the metropolitan Sydney area and is a key attraction for investment, talent and economic productivity in Australia.

Local and international investors strongly favour Central Sydney as their preferred location for offices in Australia due to its size, and stable and durable returns on investment. It is not only the gateway to the rest of Australia, but with a similar time zone to China, Indonesia and Japan, can act as a gateway between the West and Asian markets. Central Sydney is viewed as a highly liquid, transparent and mature market, with a depth of tenants, particularly in the important financial services sector. With office tenants who expect and desire a continued presence in the Australian office market, with Central Sydney their favoured location, investment in offices will follow.

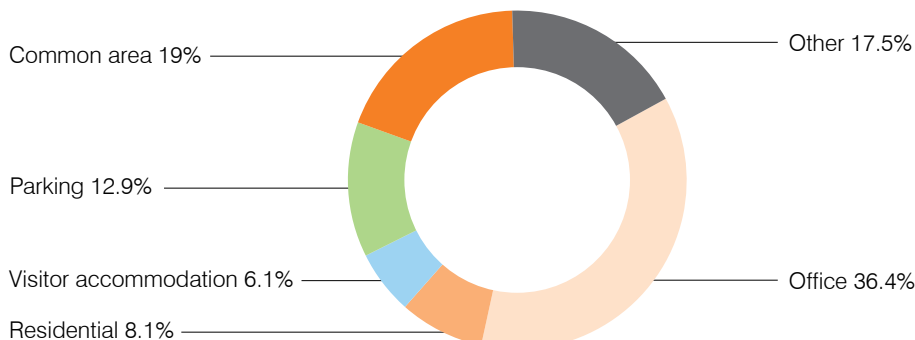
With more than one-third of all internal floor area in Central Sydney devoted to office floor space and more than four-fifths of workers in Central Sydney working in an office, the provision of office floor space and the future supply of office floor space is critical to the continuing success of metropolitan Sydney as Australia's only global city.

The location and position of office floor space in Central Sydney is not considered equal. The location preferences of investors and tenants drive office floor space investment. In Central Sydney, there are particular preferences to co-locate within existing industry clusters and institutions, to maximise views, and to be in close proximity to high amenity and iconic areas such as Martin Place, Sydney Harbour and Sydney Opera House. These assets drive investment in these areas, enhancing work environments, enabling businesses to attract and retain skilled workers. They also allow businesses to portray a global image to their workers and clients. Some industries prefer to locate near other institutions, for example the finance and legal industries are in close proximity to major institutions such as the Australian Stock Exchange and State courts.

Office investment in some other areas of Central Sydney is not as strong, with possible reasons including being too far from major institutions, a lack of industry peers, perceived poor accessibility, the lack of corporate amenity like views and public spaces, or the growing residential character of an area.

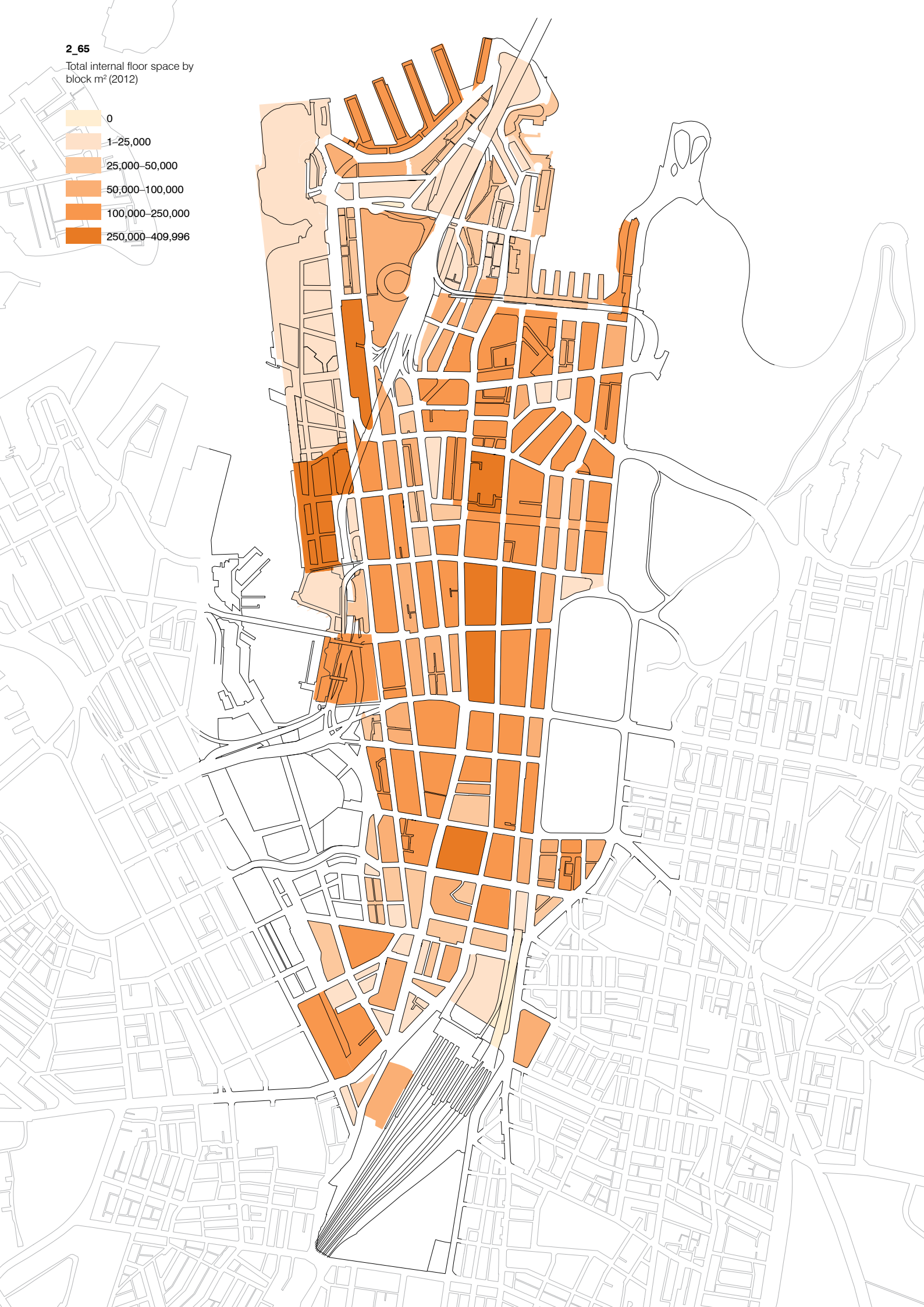
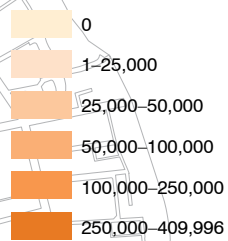
2_64

Central Sydney floor space by use



2_65

Total internal floor space by
block m² (2012)



Office floor space trends

As demand for centrally located office floor space continues to rise in metropolitan Sydney, so too do commercial rents. Organisations are continually looking at ways to reduce costs and one emerging trend is the reduction of floor space assigned to each employee. This trend is partly a response to increasing spatial efficiency and keeping costs down but is also attributed to changing work patterns. Working from home and “hot-desking” (where employees are not assigned a personal desk, but rather share from a pool of work spaces) have both grown in popularity. As a consequence, floor space per employee in the Central Sydney core has gradually declined over the past 8 years, from an average of around 28 square metres per person to as low as 11 for open plan office environments (refer to 2_67 and 2_68).

This greater efficiency has been effectively funding higher-quality buildings and interiors while dampening outright demand for new floor space. This results in higher populations per building and greater transport demands. It is not clear that this trend will persist. However, in some key locations, such as Martin Place and the parts of the City Core with main harbour views, it has resulted in spectacular workplace rejuvenation.

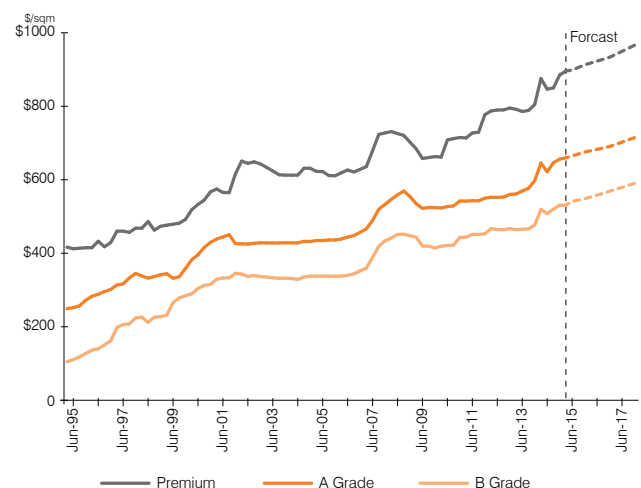
Currently, new office space under construction or about to be constructed – 50 Bridge, 180 George, 200 George, 60 Martin Place and Barangaroo – is premium grade space with water views or Martin Place frontage. Very little lower grade or affordable office space is being built.

Central Sydney contains some of the highest job densities in the world. It is home to a significant proportion of service-related industry jobs including banking, legal, insurance and other professional services. Given the trend towards floor space consolidation per job, Central Sydney's job density is likely to increase.

2_66

Central Sydney office market average net face rents

Source: Colliers International, 2015



2_67

Occupied floor space per employee by selected use

Internal area m² (Central Sydney Traditional Core)

Use	1986	1991	1996	2001	2007	2012
Office	17.9	18.6	20.4	20.4	19.4	19.8
Shop/Showroom	29.8	28.1	23.9	24.3	25.5	23.7
Storage	305.6	367.4	271.6	284.9	298.7	295.4
Industrial	24.7	29	45.3	39.1	26.6	34.3
Leisure	216.4	224.2	150.3	145.1	219.6	182.5
Restaurant/Eating	30.2	32.8	25.0	25.2	24.9	22.8
Community	63.3	100.2	156.0	99.8	123.4	115.4
Net occupied space-use (excluding residential, parking and common areas)	22.7	23.5	26.1	28.4	24.1	24.2

Selected office type:

Use	1986	1991	1996	2001	2007	2012
Partitioned office			17.7	17.5	14.7	14.6
Open plan			15.5	14.9	10.7	11.0

2_68

Occupied floor space per employee by selected industry

Internal area m² (Central Sydney Traditional Core)

Industry Division	1986	1991	1996	2001	2007	2012
Agriculture and mining	32.6	30.4	25.7	29.8	27.8	23.2
Manufacturing	26.0	25.6	19.7	19.4	23.1	19.6
Wholesale	29.0	25.2	26.6	26.9	26.4	24.2
Retail	35.4	34.9	28.9	27.2	32.1	30.0
Communication	25.0	32.9	26.6	28.9	27.1	27.0
Finance	20.6	22.6	22.6	22.0	18.4	18.5
Business services	19.2	20.5	21.4	20.7	19.6	19.6
Public administration	30.6	30.9	32.0	31.7	25.8	27.4
Community services	33.8	36.5	31.4	36.3	36.42	32.7
Net occupied business space	29.5	30.5	32.4	32.3	27.6	27.5

Agglomeration benefits

Locating in an area which has a higher density of economic activity (as measured by employment) allows firms to achieve economies of scale through access to an extensive customer base. This larger customer base presents opportunity to enterprises for economies of scope, i.e. with more clients, firms will be able to gain efficiencies by specialising in a particular field.

This process, called “agglomeration”, provides opportunities for firms to access a deep and diverse pool of skilled labour. With so many firms located together, there will be a high level of transfer of technology and knowledge between firms with much of the knowledge transfer provided by skilled labour moving between them. This will help bolster the innovation that is vital for firms to survive in a very competitive market place.

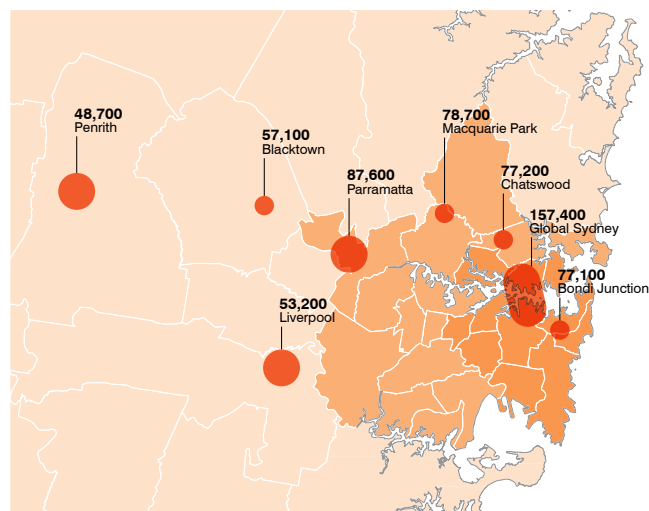
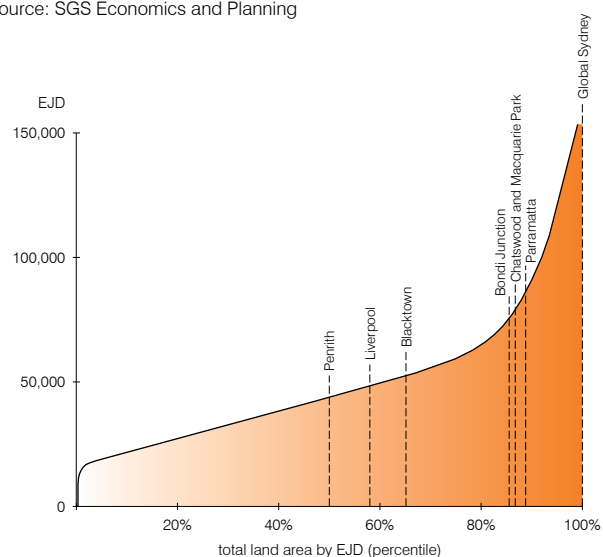
For urban centres, the benefits of agglomeration are multilayered. Centres that foster agglomeration and increase urban density promote innovation and productivity which in turn increases their economic output. An urban centre that fails to promote agglomeration is one that risks reducing its optimum economic capacity.

Multi-centre cities like metropolitan Sydney also benefit from agglomeration, but only where transport and technological connections between centres are continually invested in and enhanced. Investments and interventions in transport and technology can be used to shape cities, supporting the creation of employment nodes in strategic locations, and optimising a multi-centre city for agglomeration benefits.

2_69

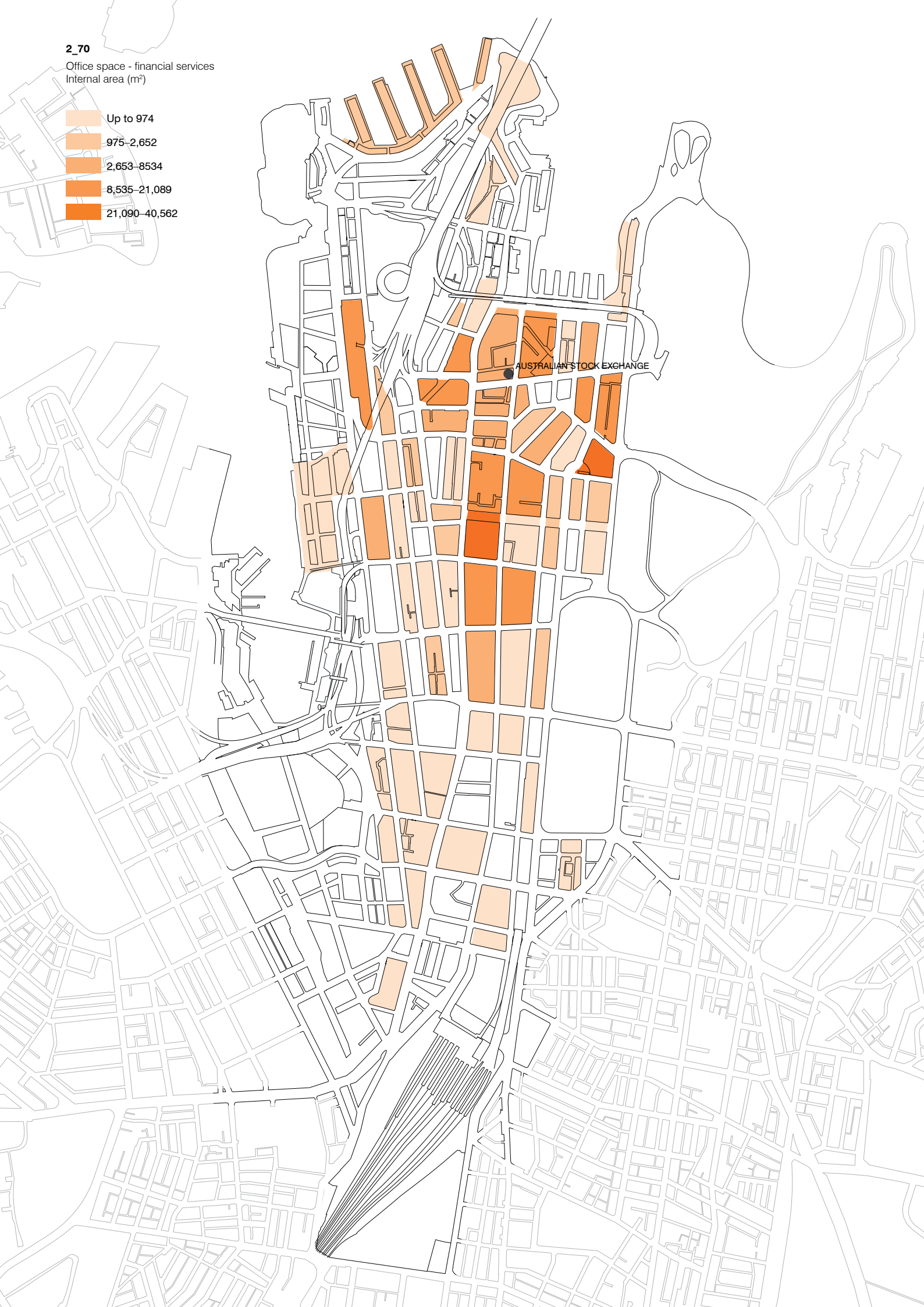
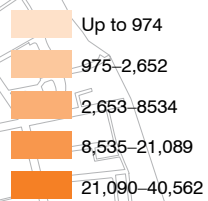
Total land area by Effective Job Density

Source: SGS Economics and Planning



2_70

Office space - financial services
Internal area (m²)



Residential floor space

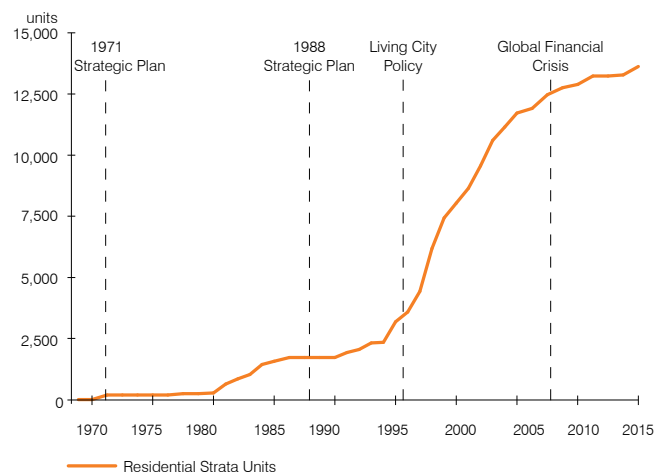
Of Central Sydney's 800,000 square metres of land available for development, residential strata development occupied 24 per cent in 2015 (a huge increase from 2 per cent in 1991). In 2012, residential floor area represented 10 per cent of Central Sydney's total built floor area though a much greater proportion of land area.

The lead up to and aftermath of the 2000 Olympic games represented the biggest period for residential strata registration in Central Sydney since 1964: 60 schemes were registered between 1998 and 2005. The largest year for residential strata registrations was 2013 when 12 new schemes were registered (refer to 2_71).

Since 2012, 25 new residential apartment proposals have been approved within Central Sydney, not including State-significant development approvals including residential within and around Central Sydney. The 25 approved residential strata schemes represent an increase in occupation of Central Sydney's total land available for development from 24 per cent in 2015 to 28 per cent. They represent over 308,000 square metres of approved residential floor space, over 3,000 apartments and, on average, 102 square metres per apartment. They also represent a net loss of close to 130,000 square metres in existing employment floor space that are to be demolished to make way for the strata schemes, and 285,000 square metres in potential employment floor space that will instead be utilised for residential purposes. Of the 25 proposals, 15 were approved in 2015 alone, representing the largest growth in residential strata since 2003 and the largest recorded period of residential strata growth since 1971.

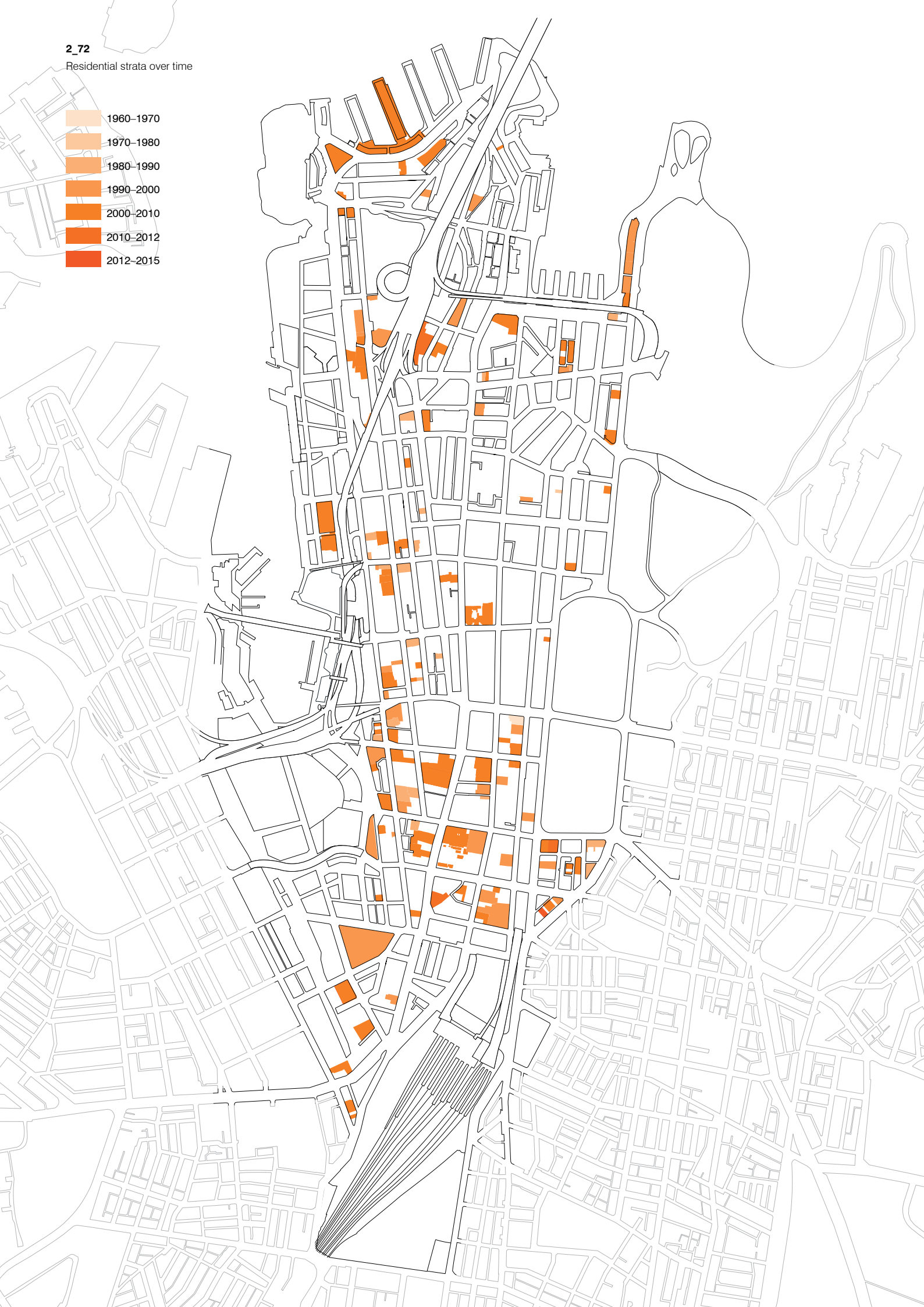
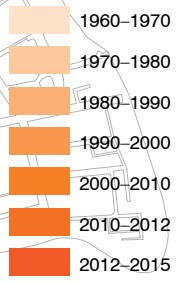
2_71

Residential strata units over time



2_72

Residential strata over time



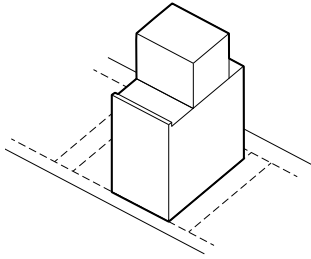
Residential floor space trends

The key trend in residential floor space in Central Sydney is that it is being approved in a variety of forms, from tiny sites of 230 square metres to some of the largest sites in Central Sydney of over 4000 square metres. Larger sites used to be reserved mainly for office development, but this is no longer the case. Residential developments are also being approved in smaller sites, reflecting that these projects don't require a lot in terms of physical site requirements. They can be accommodated on sites of any size or dimension, with less costly amalgamations and small tower floor plates. This contrasts with standalone offices that face too many challenges to develop on small sites.

The average apartment mix across all recent residential approved developments was 40% studio and one-bedroom apartments, 43% two-bedroom apartments and 17% apartments of three bedrooms or more. The characteristics of residential dwellings have a direct influence on an urban centre's social fabric. It determines who lives there, and therefore forms part of the character of the urban centre. By having a typically higher proportion of apartments three bedrooms or more than other urban centres, Central Sydney's residential developments should cater well in the future for families. This aligns with the projected future increased growth of parents and homebuilders in the area.

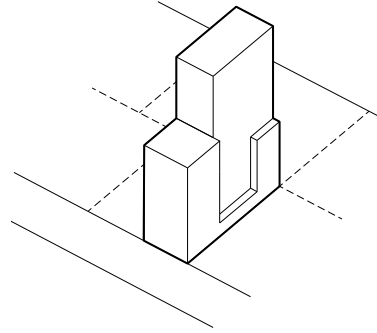
However, larger apartments and a lower proportion of smaller apartments typically means housing options are less affordable for Central Sydney's key workers, students and young workforce that are so critical to the economic prosperity of metropolitan Sydney.

It is unfortunately difficult to predict changes in Central Sydney's demographics based on apartment approvals, although it is currently the most useful indicator. Accurate data is currently unavailable of the current or predicted share of apartments in buildings occupied by owner-occupiers and renters, and whether apartments are purchased only for investment or holiday stays and left vacant for the majority of the year.



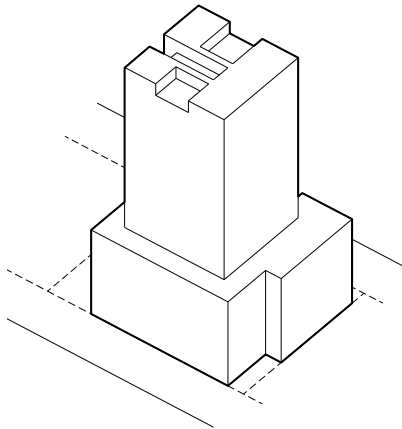
Residential on small sites

- Very rarely require amalgamations
- An average site area of 495 square metres
- An average height of 58.25 square metres
- Generally comply with primary street frontage heights
- Most have a laneway or secondary street frontage
- An average approved overall FSR of 10.6:1
- Where no car park access or loading was proposed, ground floor activation is always graded as 'active'
- Where car park access or loading was approved, ground floor activation is always graded as 'inactive'



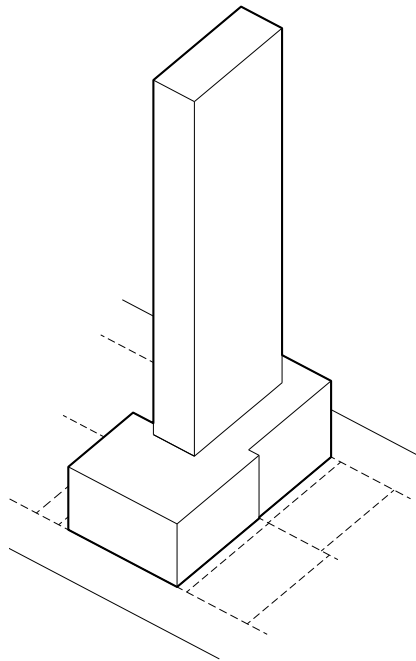
A typical stand-alone hotel development

- Typically don't require amalgamations
- Average site area of 615 square metres
- An average height of 42.5 metres
- Typically no laneway or secondary frontage
- Never secondary frontage
- Typical FSR of 10.8:1
- No loading or car parking – always passes activation test
- Average number of 110 rooms.



Typical office development

- The average site area for office only developments is 3,776 square metres
- More than half required consolidation of two or more sites
- An average height of 147 metres
- Generally comply with primary street frontage height controls
- Never have a laneway frontage
- All have a secondary frontage
- Average approved overall FSR of 14:1
- All propose on-site car parking
- All approvals have active ground floor frontages
- Average tower floor plate was 1,611 square metres in size
- All have eccentric lift/service cores.



Residential on larger sites

- More than half required consolidation of two or more sites
- An average site area of 1,783 square metres
- An average height of 116 metres
- Most have a secondary frontage
- An average approved overall FSR of 12.6:1
- All propose on-site car parking
- The average site area for approvals with an "active" frontage is 2238 square metres
- The average site area for approvals with an "inactive" frontage is 1352 square metres
- Average tower floor plate of 770 square metres.

Retail

Central Sydney is metropolitan Sydney's premier retail location. Home to one-third of the City of Sydney's retail premises, its diverse retail offering not only caters for those who live and work here but also for Central Sydney's many visitors. In 2012, it is estimated that the retail sector contributed \$1.8 billion to the city economy.

Tourism, culture, leisure, retail, personal services and food and drink premises account for approximately 17 per cent of Central Sydney's workforce and provide employment opportunities for a broad level of skills. These sectors are still growing with some 8,000 more jobs in 2012 than in 2007. Two-thirds of the people who work in these industries live in the City of Sydney, reflecting in large part the similarities in age profile between Central Sydney's resident community and that sector's younger workforce.

Central Sydney's retail core has shifted over the years, largely related to the location of major train stations. It is now located around Pitt Street Mall. This area, and to the west, has perhaps the best solar access to streets in Central Sydney.

The strength of the retail sector Sydney can be measured by the success of projects like Westfield Centrepont and MidCity Centre, with their completion notable despite economic conditions at the time. It is because of these projects and an increase in pedestrian traffic that Pitt Street Mall maintains its position as one of the five most expensive retail streets in the world.

Between 2007 and 2012, the number of businesses in the Central Sydney increased by 5.6 per cent, from 10,688 to 11,287 establishments. The second-largest sectoral increase occurred in the food and drink sector with 181 additional businesses. Patterns of growth for the retail core have started to emerge with the Western Edge attracting more niche retail and restaurant offerings.

To strengthen the retail sector, the City of Sydney has focused on enhancing the experience of shoppers through investment in high-quality places and infrastructure. The pedestrianisation of George Street and the introduction of light rail will reinforce George Street as the main transport corridor for pedestrians in the city and will open up better street-level business opportunities.

Meanwhile, international brands new to Australia are being drawn to Central Sydney, seeking flagship store locations. These stores are introducing two-storey plus retail frontages to Central Sydney's retail strips, as well as elevated awnings and digital signage that risk redefining the pedestrian experience of the street.

Smaller retailers are taking advantage of planning incentives and City of Sydney investments – like the Chinatown Public Domain upgrade with new paving, stormwater works, public seating and new landscaping – to occupy laneway tenancies and in turn provide greater depth to Central Sydney's retail experience.

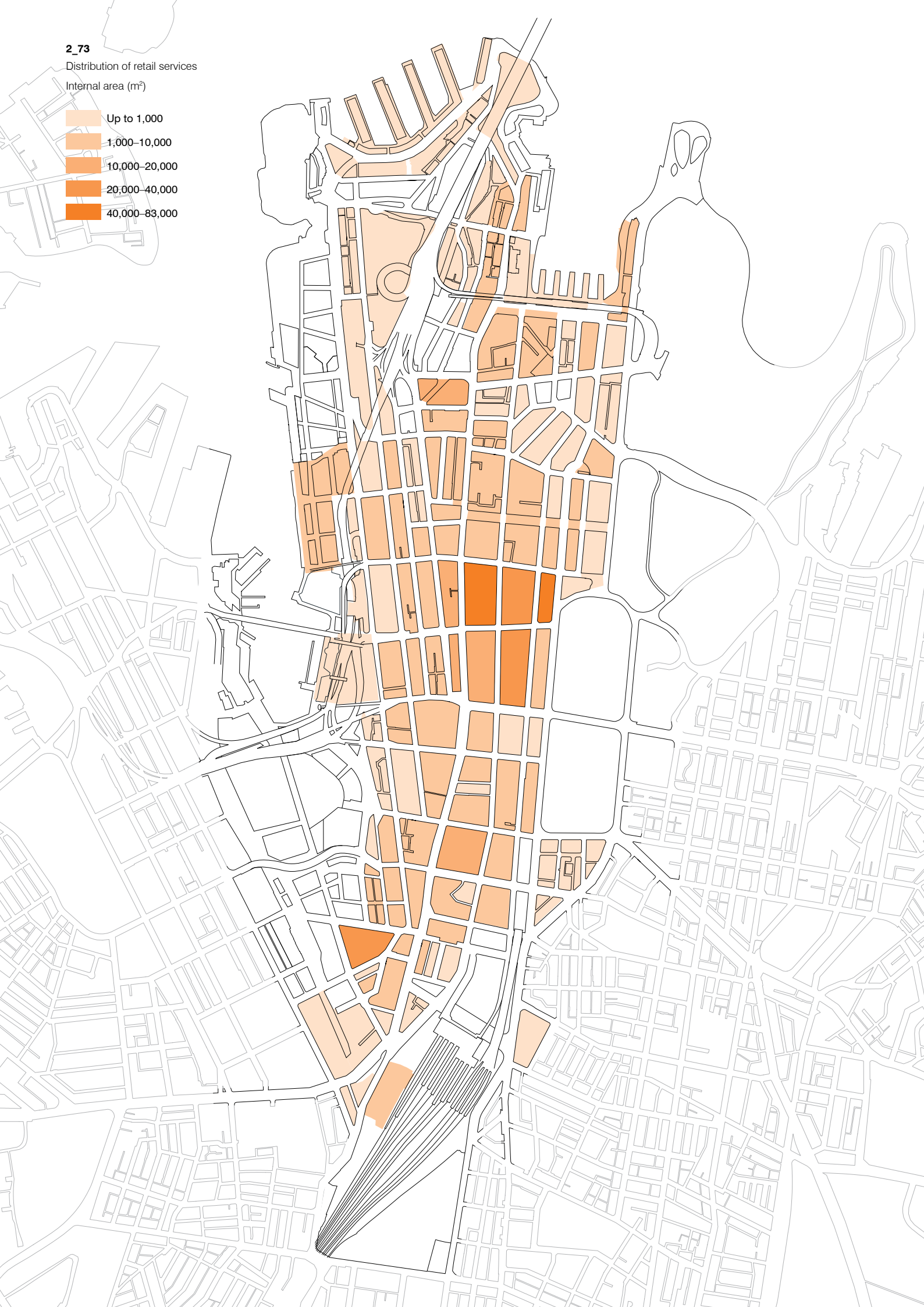
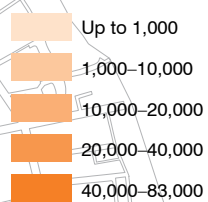
Central Sydney's character and street-level experience is fast becoming its biggest advantage in setting it apart from other cities; and the benefits associated are complementary for residents, tourists and workers alike. Each group is a vital part of Central Sydney's economic base and provides a unique contribution to its vibrancy, connectedness and dynamism. For instance, supporting greater entertainment-based services, especially during weeknights, not only benefits residents but can also contribute to improving the city's overall tourism potential. More commercially focused cultural and night-time activity – such as at live music venues, clubs, restaurants, licensed premises and small bars – is an essential part of maintaining a competitive Central Sydney that attracts tourists, workers and future City of Sydney residents.

Retailing will continue to evolve and continue to be influenced by a broad spectrum of market influences ranging from an ageing population and internet retailing to Sydney's student population and the strength of the Australian dollar. However, demand for retail space in Central Sydney is expected to remain strong due to the desire to be among newly redeveloped office accommodation, and by extension, closer to consumers.

2_73

Distribution of retail services

Internal area (m²)



Visitor accommodation

Visitors contributed over \$5 billion to the economy in 2012, and for every dollar spent on tourism an extra 91 cents is spent in other parts of the economy. This is a multiplier effect higher than the mining, agriculture and financial services sectors.

Many of Sydney's major hotels were developed from the mid-to late 1980s. Japanese investors and local entrepreneurs were encouraged by optimistic views of future demand, financial sector deregulation and an expansionary monetary policy.

Development stalled in the early to mid-1990s with the recession of 1991–92 and the number of rooms decreased slightly. Construction resumed in the late 1990s driven by improved sentiment around international visitors and investment in preparation for the Olympics. The City offered development incentives until 1998 for hotels and serviced apartments opening in time for the Olympics. From 1996 to 2000, the City's room stock grew by 50 per cent from about 14,350 to 21,550, including a number of new five-star hotels.

Development activity slowed from 2001 and the number of rooms decreased as the pre-Olympic supply was absorbed. The residential market was on the upswing and many hotels were converted.

Construction costs increased significantly from the mid-2000s, hampering new development. Except for serviced apartments in Central Sydney's south, there were few new projects due to a large feasibility gap and little infrastructure investment to drive demand.

The global financial crisis held back a recovery in the late 2000s but strong trading in recent years has led to the planning of new accommodation. Since early 2014, the City of Sydney has approved and received development applications for over 60 hotel proposals, including new rooms in 20 mixed-use developments, 9 new stand-alone hotels and over 30 hotel refurbishments. That is equivalent to over 3 billion dollars of development, over 4,600 new hotel rooms and

over 200 new serviced apartments. More than 80 per cent of these rooms are to be delivered in Central Sydney, driven by development at Darling Harbour and Barangaroo. Time will tell if all developments progress to construction. However, these figures indicate the largest increase in visitor accommodation for the City of Sydney since the pre-Olympic period.

Over the past decade, the annual number of visitors staying in city hotels has increased by nearly 1 million and these numbers are expected to grow. Room night demand will continue to grow with softer growth to 2017 then increasing to 2021 with the opening of the Sydney International Convention Exhibition and Entertainment Precinct and Barangaroo from 2017.

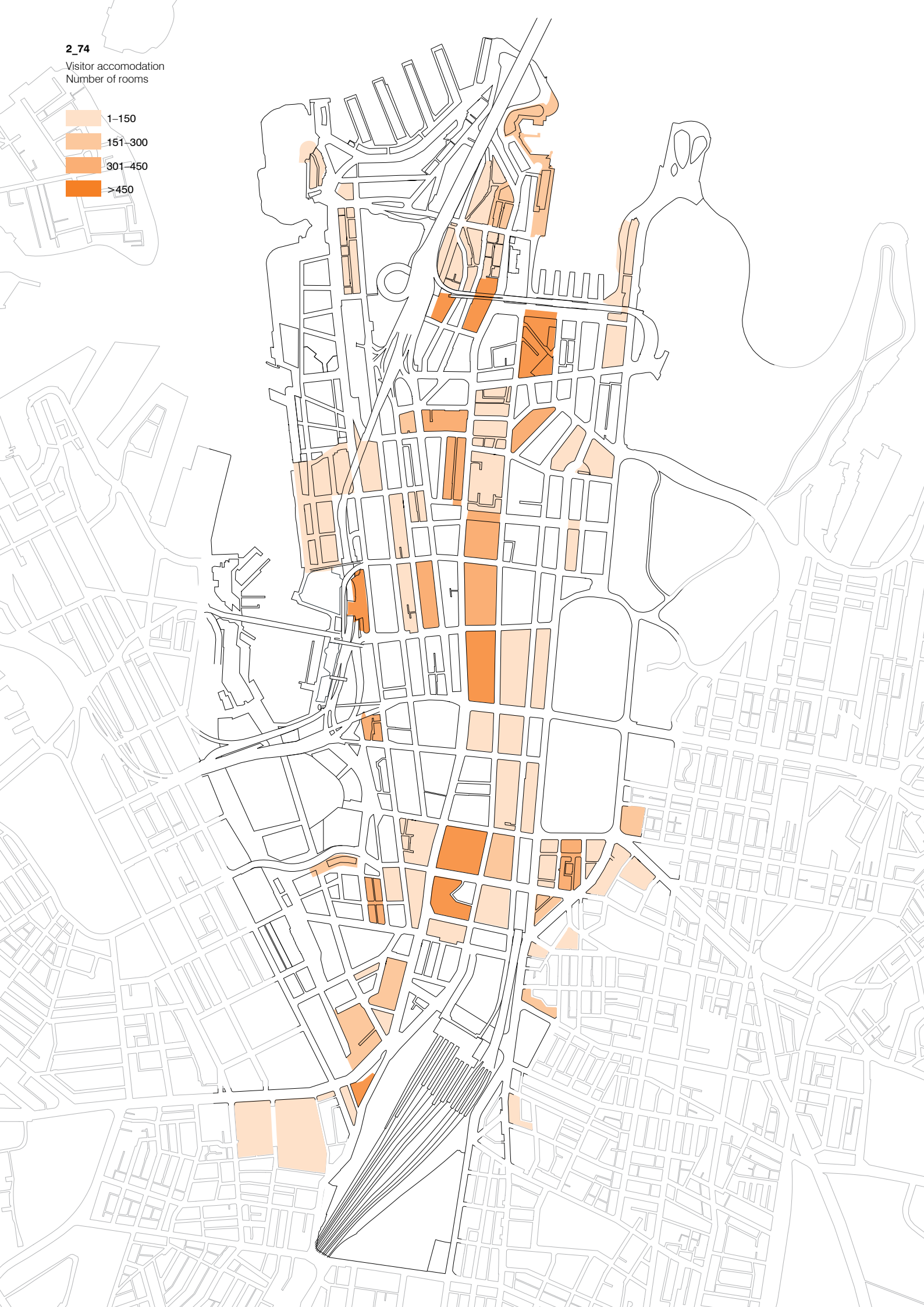
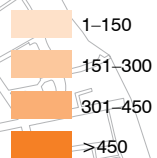
Visitor growth is expected to be driven by international visitors, particularly from Asia and most notably China as they shift from group travel to independent business and leisure travel. Growth from Japan, New Zealand, the United Kingdom and North America will be slower. Domestic visitor growth will not be as strong but will be led by the business segment.

Demand will be strongest in the three-star category, assuming the conversion of old office building stock in the city centre and changes in the profile and preferences of international visitors.

It is forecast that accommodation room supply will increase by 5,759 rooms to 2021 and then by 5,499 rooms from 2022 to 2030. Supply will peak through 2018 to 2020 before falling back with another development cycle towards the late 2020s.

2_74

Visitor accomodation
Number of rooms



Development use trends

Patterns of supply and demand in the property market are critical as they underscore Central Sydney's ability to accommodate present and future demand for floor space.

There is strong market demand for a variety of floor space types across Central Sydney. A tension between land uses is therefore inevitable. Furthermore, the rejuvenation and revitalisation of prominent parts of Central Sydney such as Barangaroo and Darling Harbour, coupled with major infrastructure projects such as George Street Light Rail and Sydney Metro, will undoubtedly increase Central Sydney's overall attractiveness as a place to live, work and play. Over the past years, Central Sydney has undergone a significant transition. Mixed use and residential towers are increasingly featured in its skyline. This trend has peaked over the last three years with the market aggressively favouring residential development over office development. This phenomenon is encouraged by current land use policies that promote residential development, specifically the allocation of Accommodation Floor Space for residential purposes. The trend is a product of both a historical under-provision of dwellings and an awakening to the benefits of CBD living.

Central Sydney's work, social and cultural offerings represent a compelling proposition for a range of residential occupants, from younger residents to families and empty nesters. The trend of increased residential development activity has resulted in a number of marginal commercial assets acquired by overseas investors for long-term residential developments. Changes in house prices may cause developers to delay residential development, but is unlikely to reverse strong residential demand in Central Sydney.

While today's commercial market varies significantly across the various precincts in Central Sydney, its strong demand for A-grade space has resulted in the difference narrowing between Premium (landmark buildings located in close proximity to major economic markets, with expansive views, ample natural light and attractive street settings) and A-grade (high-quality buildings with high-quality views, natural light and an attractive street setting) rents; both types of space are experiencing falling vacancy rates.

A number of key factors drive the expectation that the current strong market demand for commercial development will endure in the short to medium term, including:

- The economy is growing and employment rising in the Sydney metropolitan area.
- Employment growth projections for Central Sydney indicate sustained growth in white-collar employment to 2025.
- There is an ongoing trend towards centralisation of headquarters with demand from those occupiers seeking to attract and retain talent.
- The withdrawal of commercial floor space for alternate uses, including residential and the future construction of Sydney Metro, puts pressure on the remaining supply.

An undersupply of retail floor space in Central Sydney has increased the demand for opportunities to create additional retail floor space in other locations, including within office buildings. Many owners have responded by reinvigorating their ground floor retail offering to include a diverse retail mix. However, retail floor space (unless within a shopping centre) does not generally respond to density and height in the way that commercial and residential uses do, as more floor space away from the high street is not seen as valuable. As a consequence, the growth in retail floor space is generally confined to the podiums of new buildings.

Reflected in high occupancy rates and growth in room rates, the demand for space in the hotel and accommodation sector is strong. Currently however, the large-scale development of new hotels is not financially feasible unless part of a mixed-use development. At the same time, new hotel rooms and serviced apartments are being created in the Western Edge and Southern precincts that can accommodate them with more modest site values.

Trends by precinct and surrounds

Central Sydney is Australia's largest and most robust office market with 53 per cent of its total floor space rated as prime commercial floor space (premium and A-grade) by the Property Council of Australia. It is comprised of a number of sub-markets, each with distinct characteristics, drivers and opportunities for future growth. The sub-markets generally align with Central Sydney's precincts.

City Core

The City Core comprises the largest office sub-market in Australia. It is the most sought-after location in Central Sydney, favoured by the financial, legal, property and technology sectors. Over 65 per cent of people working in the City Core work in financial and insurance services and professional, scientific and technical services.

The City Core contains the largest number of premium buildings in Central Sydney and the most commercial floor space, which in turn facilitates greater volumes of commercial development. It also commands the highest rents.

Major tenants in the City Core include: AMP, ANZ, Australian Stock Exchange, Charter Hall, Clayton Utz, DEXUS, Deloitte Australia, DLA Piper, Henry Davis York, HSBC, Macquarie Bank, Mirvac, NAB, QIC, Reserve Bank of Australia and Suncorp. Ernst and Young will be relocating into the City Core from Midtown in 2016 upon completion of 200 George Street.

Due to the profile of occupants, premium-grade floor space and large office floor plates (greater than 1,200 square metres) have traditionally been highly sought after. Notwithstanding, smaller tenancies are increasing in prominence as the trends continue of outsourcing and growth in the technology sector.

In line with its status as metropolitan Sydney's most prestigious office sub-market, the quality of tenant amenity and the public domain is critical for the precinct to maintain its status and market position. Land-use conflicts, for example visible residential balconies and drying laundry, if not managed appropriately, have the potential to erode the City Core's premium status and overall desirability as a commercial precinct.

In line with the reinvention of Martin Place, this precinct is expected to see continued growth in its major industry sectors, and will accordingly demand larger floor plates and premium-grade quality accommodation.

Midtown

Midtown is predominantly composed of A and B-grade floor space and is more affordable compared to the City Core, and offers good accessibility, retail and entertainment options.

Midtown's employment profile is more diverse than the City Core and the Western Edge. Employment in professional, scientific and technical services is just over 20 per cent of the total, with employment in financial and insurance services around 15 per cent, public administration and safety, and information media and telecommunications, both at around 12 per cent.

The availability of premium commercial development opportunities is limited, given the generally lower amenity of the area, particularly south of Bathurst Street. While A-grade commercial development is still relatively attractive, in today's market, mixed-use development is an attractive proposition for residential developers.

Midtown's commercial supply pipeline is the smallest compared to the City Core and the Western Edge. In contrast, there is significant mixed use and residential development activity ongoing in Midtown, resulting from the comparatively generous accommodation floor space provisions for residential uses. The relatively high amount of residential development has seen some commercial buildings, such as the site of Sydney Water, withdrawn for residential conversion. The effect has been a dilution of the remaining commercial floor space as the area has become more mixed-use.

Smaller tenants dominate the tenancy profile in Midtown, although major commercial occupiers include the Australian Taxation Office and the City of Sydney.

Demand for finer-grain office floor space (tenancies smaller than 500 square metres) is expected to continue in Midtown. The depth of the market for smaller tenancies is greater than that for large floor plates, but is generally less well catered for by new developments that require large pre-commitments to commence.

The outlook for the precinct is good; however, it suffers in some parts from amenity challenges which can detract from investor and occupier interest.

Western Edge

The Midtown and Western Edge precincts are broadly similar in size and scale, each accounting for some 24 per cent of Central Sydney's office floor space.

The Western Edge's employment profile bears similarities to that of the City Core. It is also dominated by financial and insurance services and professional, scientific and technical services which together represent almost 65 per cent of employment in the precinct.

The availability of premium commercial development opportunities is limited in the Western Edge. Today's market steadily favours residential development over commercial. This is particularly the case where westward harbour views are available; where a site offers more modest views, commercial development becomes more viable.

While Midtown has traditionally been perceived in the market as marginally more desirable (denoted by higher rents and capital values), Darling Park, the development of Westpac's headquarters on Kent Street, and most recently Barangaroo have cumulatively improved the overall amenity of the Western Edge and lifted its market profile. Commercial rents and capital values are broadly on par; Midtown is only slightly ahead.

Southern

The Southern precinct is a comparatively minor office precinct, accounting for only 7 per cent of the total office floor space in Central Sydney. The precinct is anchored by Chinatown in the north and Central Station in the south where many government back-office functions are located. Large numbers of residential strata developments are located here.

The precinct accommodates a large number of public administration and safety jobs (nearly 25 per cent) and almost equal proportions of accommodation and food services (13 per cent); transport, postal and warehousing (13 per cent); and professional, scientific and technical services (12 per cent).

The Southern precinct's current mix of tenants and image are not likely to appeal to large corporate occupiers. The precinct is generally characterised by low turnover of tenants and offers no premium floor space. Affordable rents and the availability of large floor plates towards the south of the precinct appeal to occupiers for back-office functions and those who seek cheaper accommodation; this is likely to continue.

As such, the Southern precinct is unlikely to witness commercial-only development, particularly in the northern part of the precinct in and around the entertainment areas and Chinatown. Any development in this part of the precinct is likely to be mixed use in nature.

In many parts of the precinct with vibrant retail and entertainment options, the existing occupier patterns are generally more fine-grained in nature. Demand for commercial floor space is likely to be smaller and incorporate occupiers responding to a local population catchment, i.e. residents in the precinct and the large number of students living in close proximity to the University of Technology Sydney and the University of Sydney.

There is currently no new commercial office development in the pipeline for the Southern precinct and while several mixed-use developments are underway, the scale of residential development activity is minor in comparison to the other precincts.

The low levels of commercial development activity reflect the low value of office use in the area, both in terms of rents as well as the relative attractiveness of the area to major private occupiers. This does not incentivise developers to construct new offices in the Southern precinct in the current market.

South Ultimo

The area of South Ultimo is not within the current Central Sydney boundaries, though it does have a significant commercial presence and accommodates residential, retail and hotel uses.

In 2011, the area employed almost 13,000 people. It grew in employment by more than 18 per cent in 2006–2011. Located adjacent to the University of Technology Sydney, education and training is the largest employment industry in the area, followed almost equally by professional, scientific and technical services and information media and telecommunications.

Geographically, South Ultimo is located to the southeast of Pyrmont, which is in itself a small cluster of commercial buildings. Several media, technology and creative occupiers seek accommodation with limited supply, exerting upward pressure on commercial rents.

For commercial uses, the precinct has a media and creative industry focus, incorporating companies such as Global Switch. Strong tenant demand in the area coupled with a limited supply is evident from the currently in-progress refurbishment of 100 Harris Street. Competition is already fierce for space in this development.

Given the area's location adjacent to a major institutional asset, it is in an excellent position to accommodate floor space demand for education-related uses. Like many other businesses, education and training providers and information media and telecommunications businesses have a tendency to cluster with similar businesses. This also helps build critical mass to offer retail and amenities.

As with other precincts within Central Sydney, South Ultimo is subject to strong pressure for residential development.

3.1

Why we need to plan for jobs growth

Why we need to plan for jobs growth

Central Sydney is always changing – in response to internal and external trends, to careful planning and to economic shifts at a macro and micro-level. The Strategy offers a clear and cohesive plan that facilitates economic expansion and jobs growth; augments the City's role in a global city; protects and enhances its public spaces, unique heritage and natural environment; and expands its vibrant social and cultural offerings.

In Section 2, a history of planning strategies was provided that traced a movement from restricted building heights to taller buildings, from a lack of coordination among authorities to more collaboration and shared responsibilities, and from a limited set of approved planning strategies and controls to a stronger urban planning framework. This framework included more extensive and complex development controls that protected amenity, the environment and the public interest. Central Sydney's planning has become stronger and more comprehensive.

Building on the successes and challenges of the past, the purpose of the Strategy is to provide a framework for sustainable growth that benefits all Australians. Sydney is the focal point for much of Australia's economic activity, and the premier centre of society and culture. It is critical that we plan for the places and spaces needed for Central Sydney to flourish.

Our greatest challenge is ensuring longer-term economic and employment growth. The Central Sydney economy produces \$68 billion gross output, compared to Melbourne's city centre at \$39 billion and Parramatta at \$8 billion. The economy needs space to grow. New workers need space. New business services need offices and meeting places. Retail businesses need shopfronts. The infrastructure required to support growth also demands a share of space in Central Sydney. Public spaces, theatres and a range of community facilities all need space.

By 2036, we could see close to 420,000 workers accommodated in Central Sydney (refer to 3_1), concentrated here due to the demand generated by the most significant investment in public transport infrastructure since the 1980s, the Sydney Metro and South East Light Rail projects (refer to 3_2). Central Sydney must be positioned to accommodate this growth.

Space is a finite resource. In Central Sydney, the potential for growth is limited or constrained by the natural environment, existing development, the capacity of infrastructure, heritage considerations, international airport safety obligations and the spatial limitations of streets, lanes and blocks.

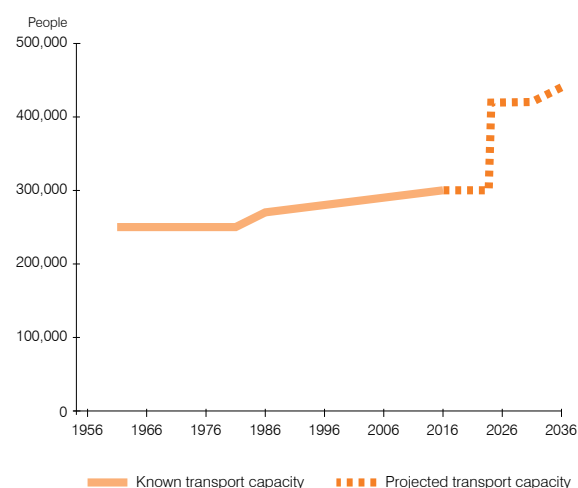
The best cities are mixed-use cities. With the introduction of policies to encourage more residential development, the last 20 years has seen a substantial increase in the number of people living in the centre. This has resulted in a vibrant, lively and productive centre, one that is increasingly attractive for residents, business and visitors alike.

However, this strong demand for residential development has resulted in the displacement of existing employment space and future opportunities for new employment space. This situation represents a direct risk to the Australian economy and must be rebalanced to retain metropolitan Sydney's international competitiveness.

3_1

Transport capacity – peak period

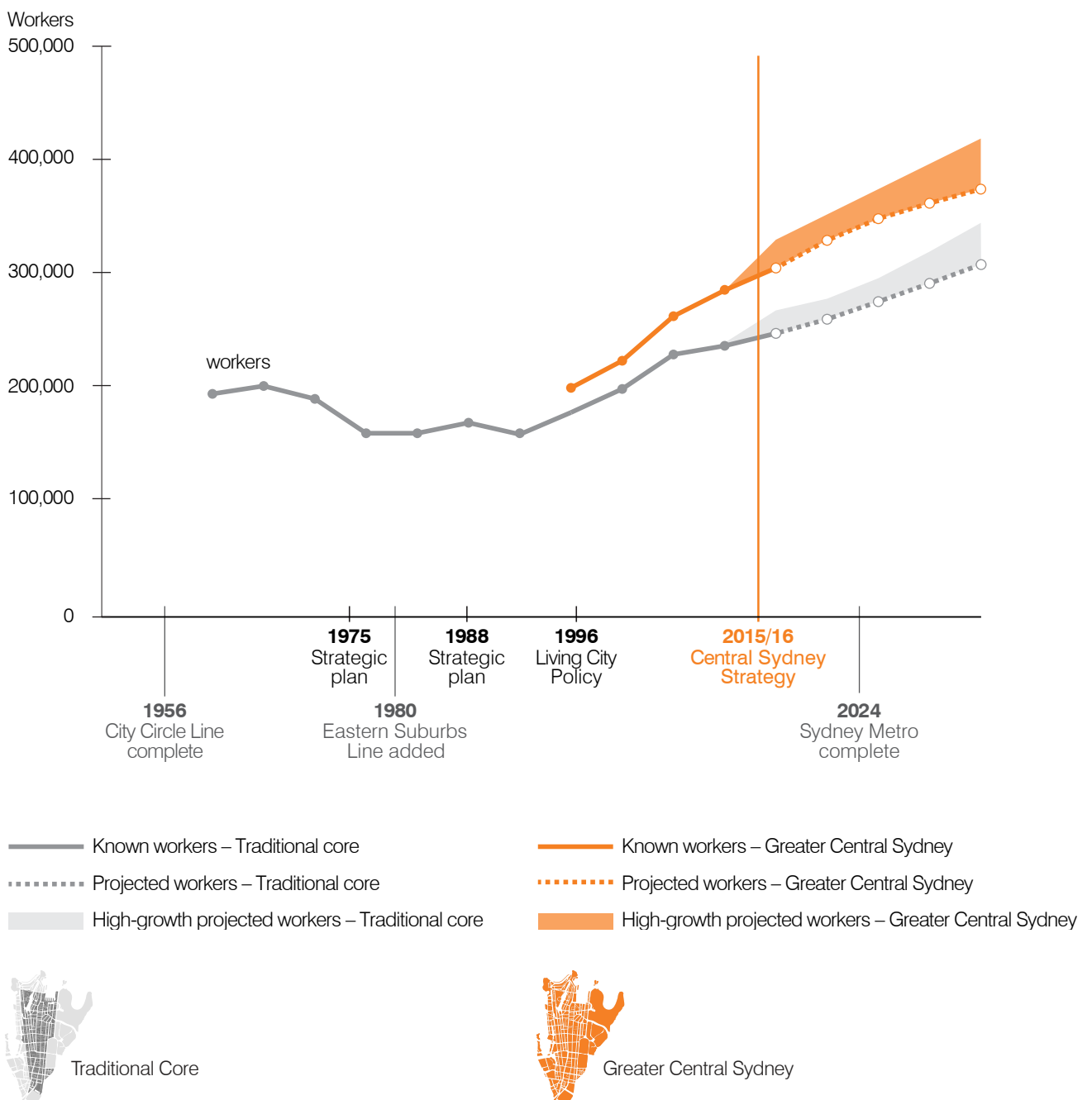
Source: SGS Economics and Planning and City of Sydney, 2015



3.2

Major planning strategy and public transport interventions
Worker population growth

Source: SGS Economics and Planning and City of Sydney, 2015



The rise of residential use

The expansion of residential floor space since the early 1990s represents one of Central Sydney's most successful planning initiatives, and now one of its greatest challenges.

Every planning strategy for Central Sydney since 1971 has sought to arrest the decline in Central Sydney's permanent resident population. From the highs of the 1940s, the lowest documented permanent residential population for Central Sydney was recorded in 1991. It wasn't until 1994 and the publication of the City of Sydney's Living City policy, together with a positive environment at the time for residential investment, before Central Sydney began to see an increase in residential floor area and residents.

Since 1991, residential floor area in Central Sydney has increased on average by 38,000 square metres per year. By 2012, residential floor area represented 10 per cent of Central Sydney's total built floor area. In land area, it represented an even greater proportion.

Since the mid-1990s, the total amount of land available for development in Central Sydney – just 800,000 square metres¹ – has remained largely unchanged except for the growth of residential strata schemes. In 1991, residential strata schemes represented just 2 per cent of Central Sydney's total available land for development. In 2015, built residential strata occupied 24 per cent of Central Sydney's total available land for development. Residential strata projects approved in 2015 represented the largest recorded period of residential strata growth since 1971 and an increase in occupation of Central Sydney's total land available for development from 24 to 28 per cent (refer to 3_3 and 3_4).

Prior to 2015, the lead up to and following the 2000 Olympic games represented the biggest period for residential strata registration in Central Sydney. Sixty schemes were registered between 1998 and 2005, with a large proportion of these relating to approved serviced apartments converted to residential strata dwellings. Given the ability for serviced apartments to easily convert to residential strata dwellings the Strategy treats them one in the same.

Since the mid-1990s, Central Sydney has moved from an urban centre dominated by offices, retailers and hotels to a genuine mixed-use precinct that is open all hours, with major and speciality retail businesses, serviced apartments, and a bigger and more diverse range of hotels, residential towers and wide cultural offerings. This has increased its attractiveness to businesses, residents and visitors.

This more vibrant urban mix is the direct outcome of planning controls that incentivised the development of hotels, serviced apartments and residences over commercial office and retail floor space, which were favoured by the economic conditions of the time. The 1996 Central Sydney LEP awarded Accommodation Floor Space in addition to a base amount of allowable floor space to incentivise these uses. This system survives in today's planning controls.

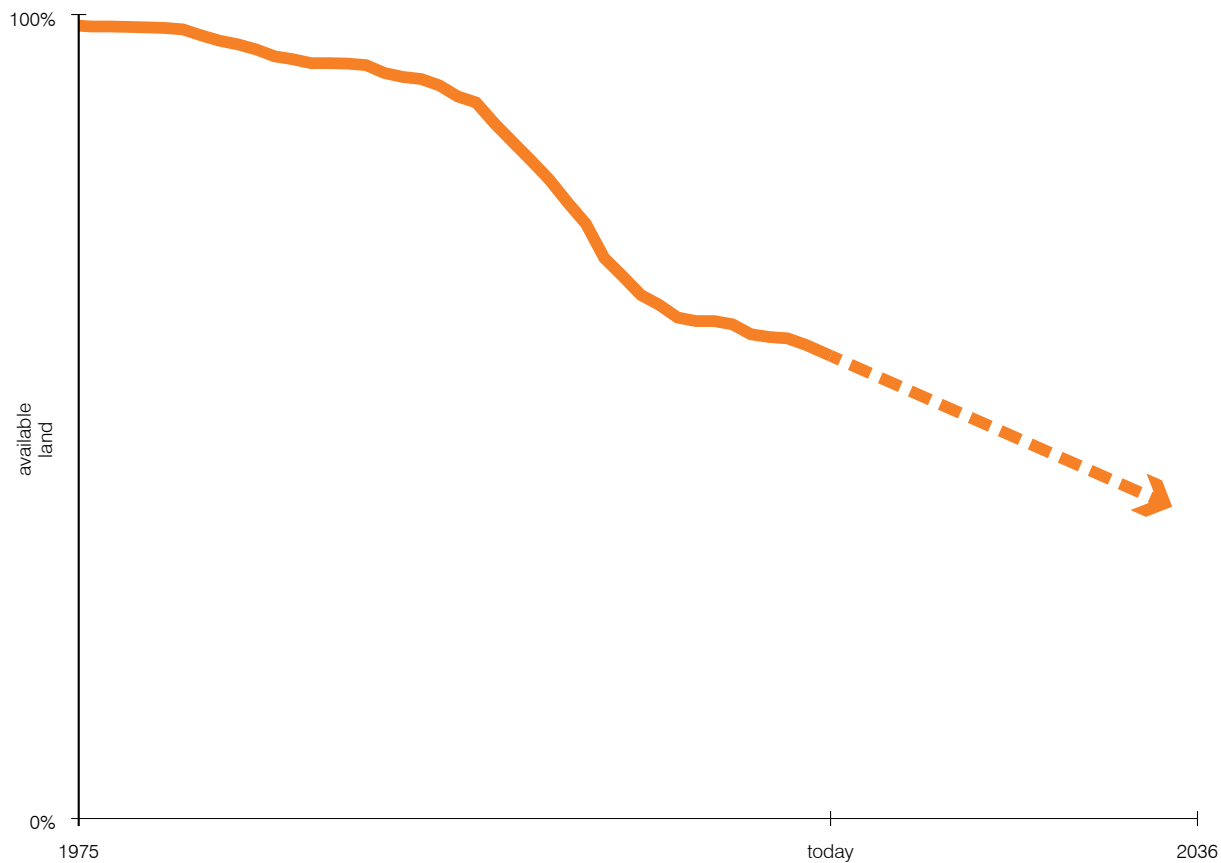
At the time of its introduction, the incentive markedly improved the feasibility of residential development relative to commercial projects. However, since the Global Financial Crisis in 2008, the commercial market has declined relative to the residential market. Residential projects have emerged as the highest value and best use of many sites, particularly for property owners and developers seeking short-term financial returns.

Residential development was once only viable in particular circumstances and areas: the adaptive re-use of heritage warehouses; the conversion of commercial office buildings at the fringe; and sites with perceived poor amenity south of Park Street (with poor access to views and quality public domain, and a lack of a prestigious address). But now, residential developments are moving into the heart of the city to occupy traditionally prime commercial office sites.

¹ Excluding roads, parks, public space, State-significant development sites and heritage items.

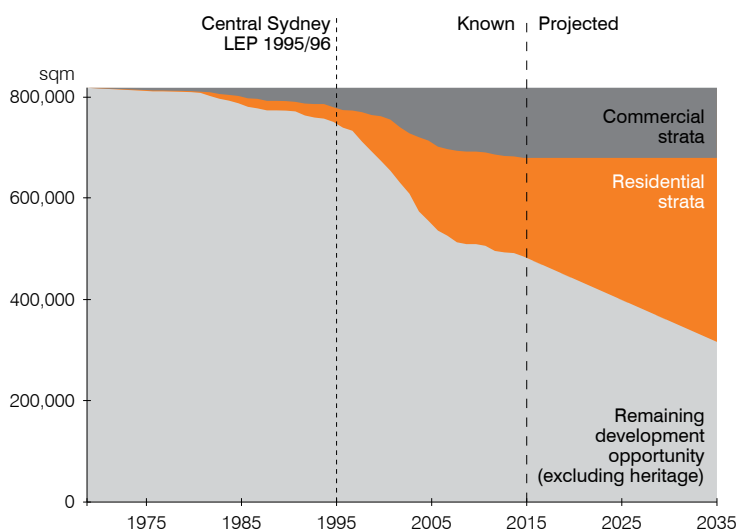
3.3

Decline in total available land in central sydney over time



3.4

Strata growth and total available land in central sydney over time excluding heritage sites



While the results of developments such as Lumière and Macquarie Apartments can revitalise an area, the development of these sites for residential purposes is at the expense of future renewal for economic use and employment growth. Within this context, the high yields of residential floor space and higher prices paid by residential developers is driving the withdrawal of offices from well-located sites that might otherwise provide useful economic floor space. This is leaving few suitable sites for workplace renewal. Based on current trends, if residential strata was to continue to lock up the land available, by 2036 only about one-third of land would be accessible for economic and employment growth.

The current market values residential development two to three times more than other competing uses depending on circumstance, for example the location or size of the site. Central Sydney's B8 Metropolitan Centre zone permits residential uses. Productive floor space for the nation's highest value jobs competes with residential projects for development opportunities. It is expected that this will continue for the foreseeable future, reflecting trends in comparable leading global cities. This would render Australia's most productive and strategically important employment centre unadaptable to global economic shifts. An easily adaptable city can evolve as economies and workplaces evolve, with spaces they require to conduct their business. An easily adaptable city is resilient with the productivity of land ensured overtime.

Over the last four years, 52 per cent of approvals for new development floor space in Central Sydney have been for residential floor space (refer to 3_5), with the remaining 48 per cent for productive uses such as office, retail and visitor accommodation. A flat projection of this trend would result in insufficient space for the target number of workers. Based on a business-as-usual scenario to 2036, between 45 and 64 per cent of the projected jobs growth, up to 85,000 jobs, will not be able to find space to be located in Central Sydney. Intervention is needed to stabilise employment losses, and to increase the amount of employment floor space.

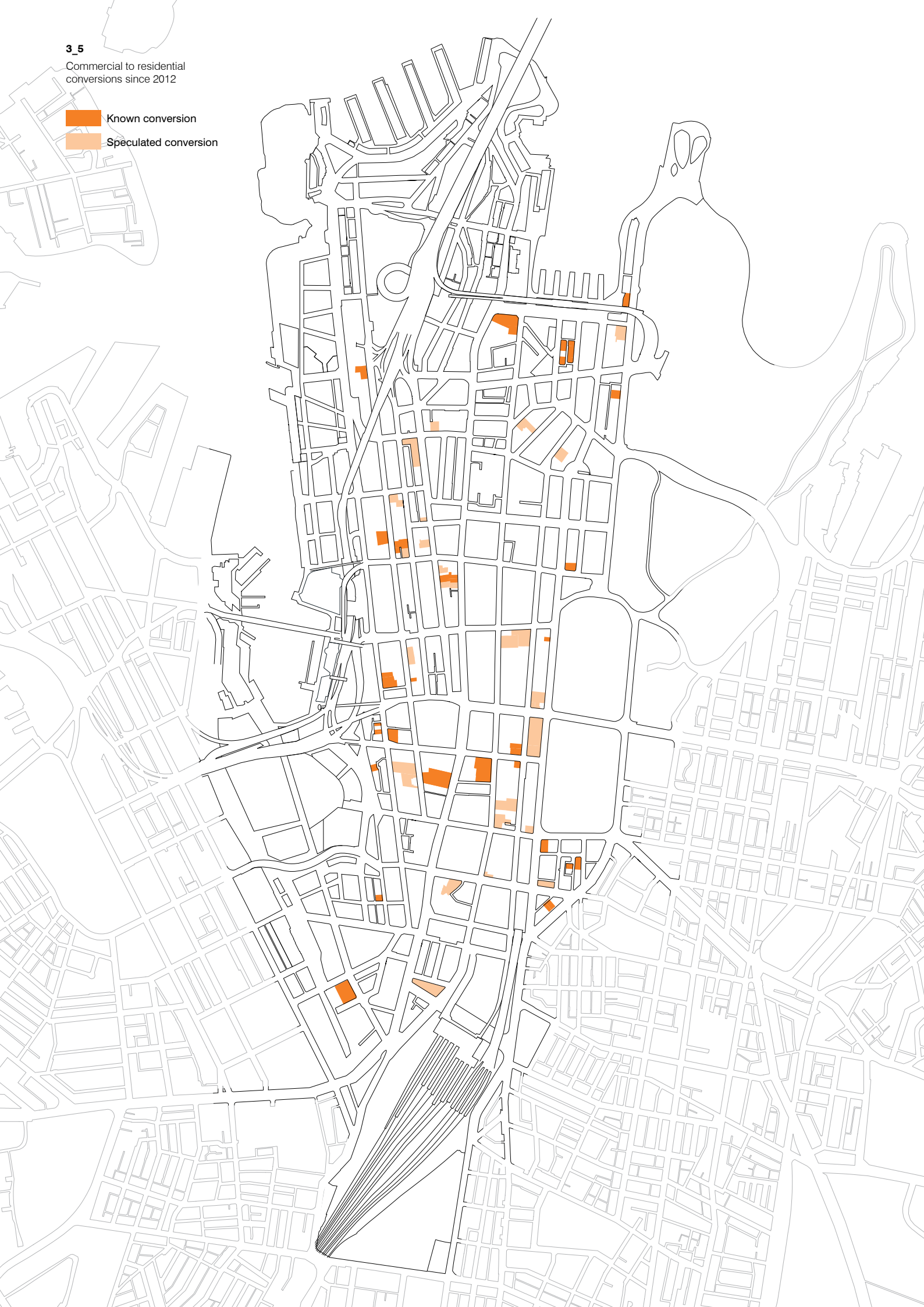
That residential development is pricing out employment also represents significant change to the established character of some of Central Sydney's most important commercial precincts. Agglomeration, or the locating of businesses in particular areas of higher density of economic activity, has many benefits, such as exchange of information, economies of scale, access to an extensive customer base, access to like services and a deeper and more diverse pool of skilled labour. If the benefits of agglomeration are reduced, there is the risk of a reduction of optimum economic capacity and productivity of urban centres. A central business district that fails to manage the growth of residential strata risks becoming primarily residential in character, alienating economic and business growth as well as the ability to compete for investment in jobs and global talent.

For metropolitan Sydney to retain its global city status, and Central Sydney its primacy as Australia's commercial core, space must be secured for jobs growth. Left to market conditions, Central Sydney is at significant risk of becoming predominantly residential. To address this, planning policies and controls require recalibration to ensure commercial development remains competitive and commercial precincts remain predominantly commercial in character. Without the removal of incentives towards non-commercial land uses, the centre will become less economically productive and employment growth will be limited by space constraints.

3.5

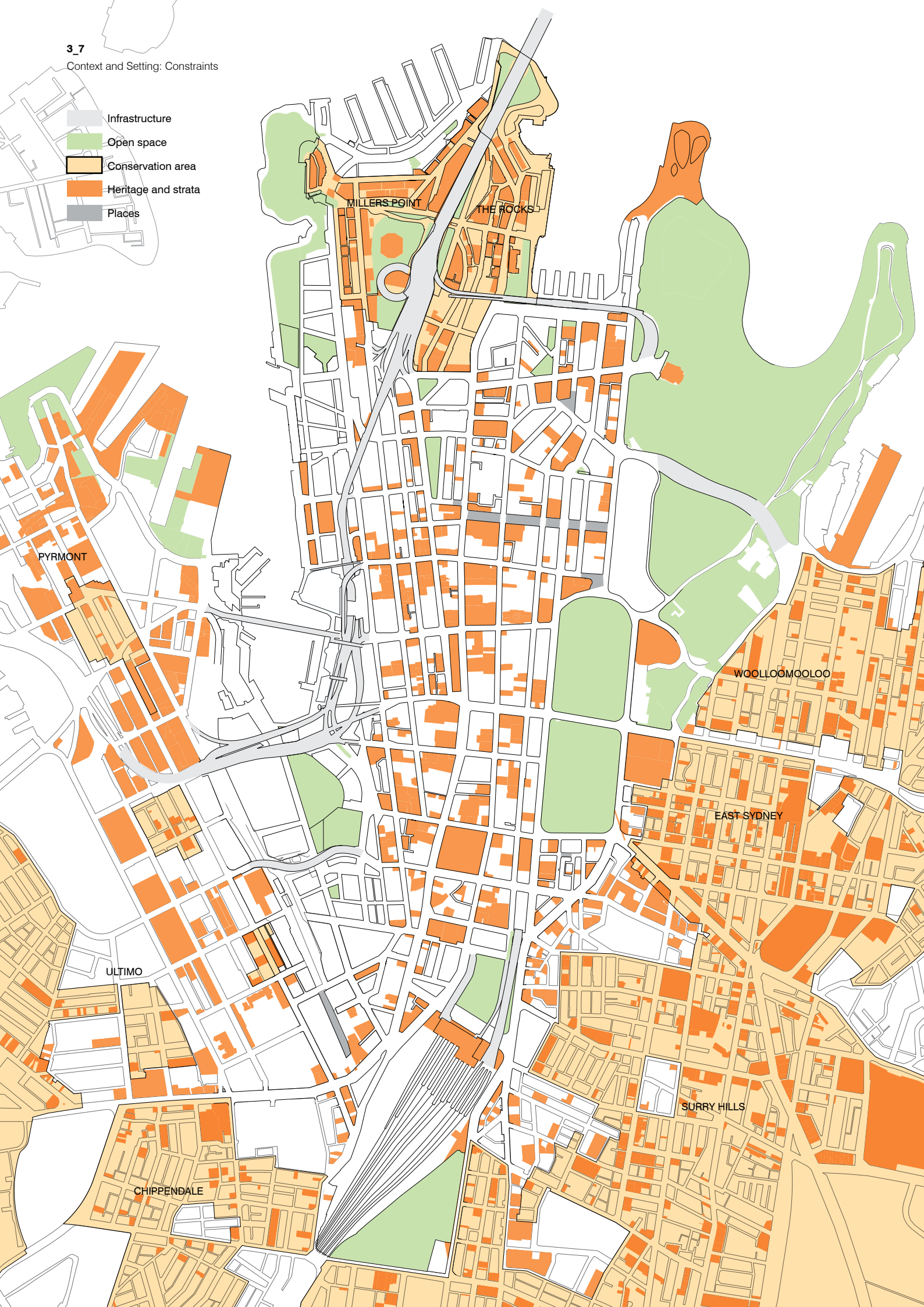
Commercial to residential
conversions since 2012

- Known conversion
- Speculated conversion



3.7

Context and Setting: Constraints



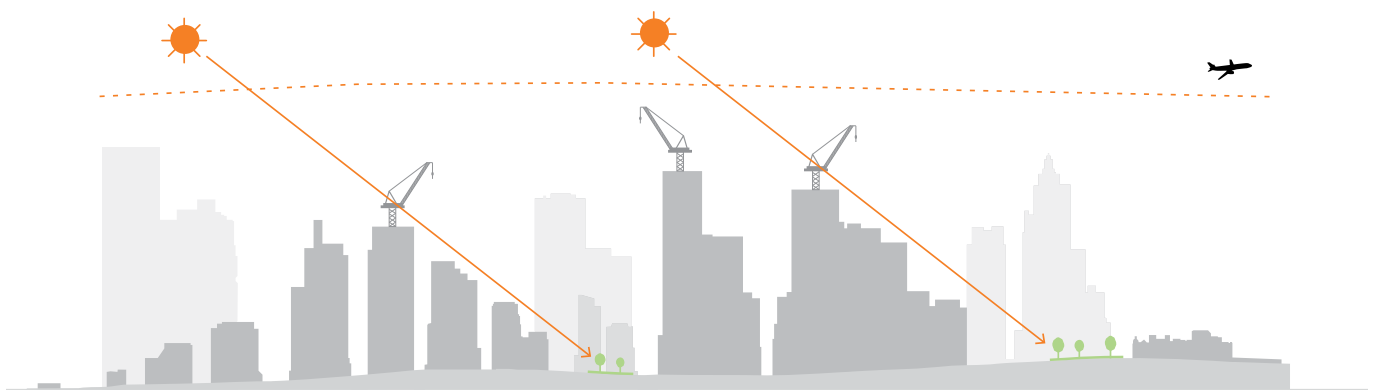
Like a number of global cities, Central Sydney is limited in its ability to grow up due to airspace operational levels imposed by international aeronautical safety obligations. Singapore, London and Tokyo all have airports in close proximity to their CBDs that limit the ability to accommodate tall towers. Despite this, these three cities are examples of global cities that continually rank highly in their economic performance and reputation. In fact, the close proximity of their airports to the CBDs also contribute to their high rankings because of their connectedness and liveability. This same competitive advantage applies to Central Sydney.

Airspace operational levels will continue to shape Central Sydney's skyline. Together with solar access controls and important public views, airspace operational levels will guide where Central Sydney can grow upwards in the future (refer to 3_8). By documenting and illustrating these opportunities, the City can provide certainty about how the skyline will change. With the easier sites – vacant or larger, underdeveloped ones – developed, what is left requires negotiation between various landowners, each seeking to gain an appropriate return on their assets and investment. The more guidance and certainty around expectations and outcomes the City can provide, the easier it is for landowners to discuss what they can achieve together through site amalgamations.

A major influence on the managed introduction of growth is recognising Central Sydney's status as part of a multicentre metropolitan city. The City of Sydney and the NSW Government must consider how existing and planned centres across metropolitan Sydney will grow and cater for jobs growth. Only when employment growth is distributed across metropolitan Sydney's multiple centres, and transport and technological connections between them are optimised, will the significant social, productivity and sustainability benefits of a multicentre city be fully realised (refer to 3_9). A well-connected, multicentre city with efficient flows of capital, trade, ideas and people makes a truly global city that is efficient, accessible, just and attractive.

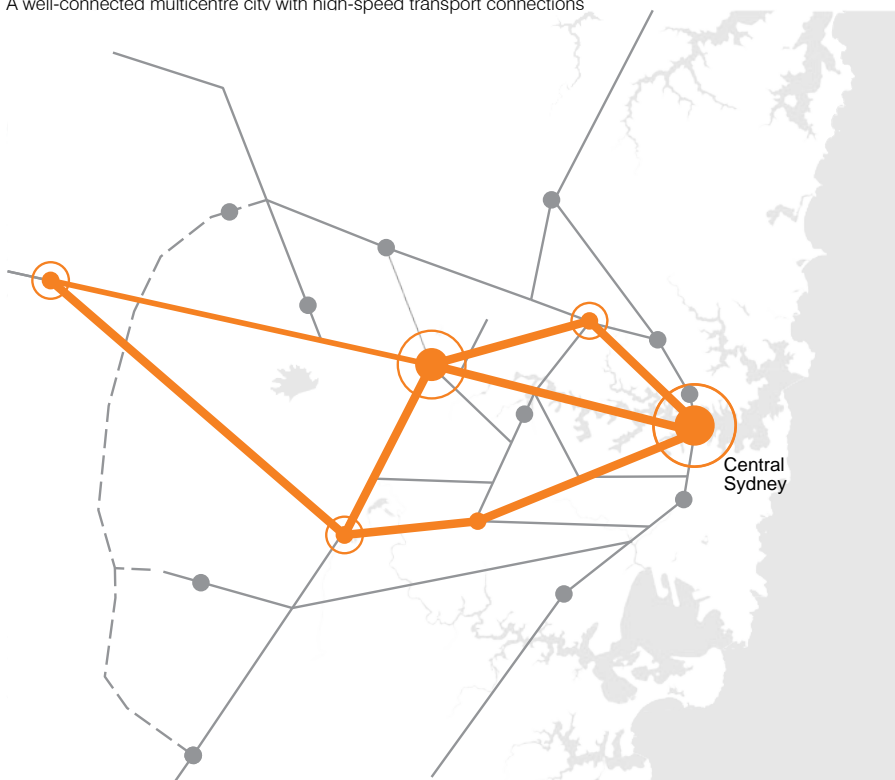
3_8

Airspace operational levels and solar access shaping city form



3_9

A well-connected multicentre city with high-speed transport connections



3.2

What we need to do to plan for growth

What we need to do to plan for growth

Having described why we need to plan for growth, what is it that we need to do? This section references the NSW Government's Plan for Growing Sydney to describe the growth that Central Sydney needs to accommodate. Then, it examines projections of demand and supply, and a gap analysis of employment floor space. This will show that the demand for employment uses cannot be accommodated in the current planning framework.

The Strategy will therefore refocus current planning controls to encourage the growth of employment floor space. The key objective is to accommodate the high-value office jobs that are so important to the Australian economy, while protecting and enhancing Central Sydney's ability to attract capital, visitors, ideas, residents and skilled labour.

Planning for a Growing Sydney

The Plan for Growing Sydney identifies the key challenge for metropolitan Sydney to increase the population by 1.6 million people by 2034 and create 689,000 new jobs by 2031.¹ It recognises the leading role of Central Sydney in ensuring the growth of NSW economy and that the large proportion of projected jobs growth for metropolitan Sydney will need to be accommodated in Central Sydney. The Plan for Growing Sydney prioritises work between the State and the City to:

- Plan for the CBD as a premier location for employment
- Provide capacity for long-term office growth
- Provide capacity for mixed-use development
- Investigate a potential commercial core for long-term employment growth
- Support the land use requirements of the financial services knowledge hub in the CBD
- Investigate opportunities to expand the CBD.

The NSW Government's various transport plans and projects also reinforce deliberate strategies to strengthen the economic role of Central Sydney. Sydney Metro and related transport improvements represent the most significant increase in transport capacity for almost 40 years. These projects will further attract employment-based uses – drawn to the productivity that comes from locations well-served by public transport – and may lead to increased employment projections.

The objectives of the Plan for Growing Sydney cannot be achieved under the current planning controls that incentivise residential development over commercial development.

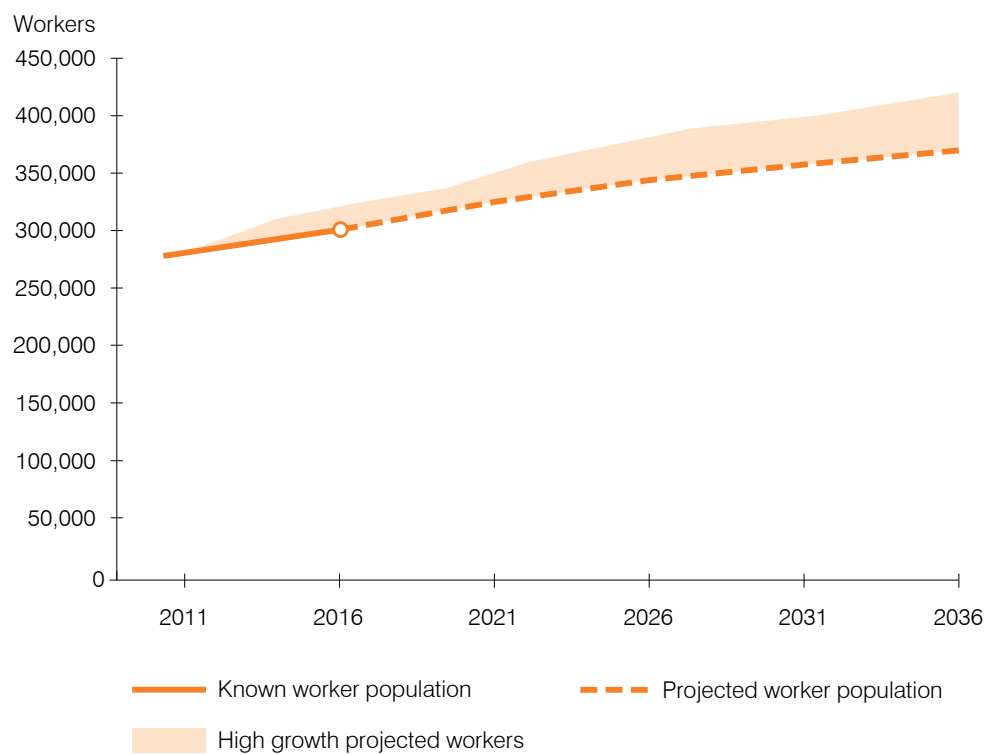
Projecting growth in Central Sydney

Projected growth in the relatively small area of Central Sydney is the most significant in Australia. The City is planning for an additional 19,000 residents, 10,000 dwellings and 133,000 jobs to 2036 – starting from 2012 numbers (refer to 3_10 and 3_11). This is based on Australian Bureau of Statistics census data, state government data sets, including Bureau of Transport Statistics, and the City's floorspace and employment survey which every five years counts all floor area, buildings, sites and business establishments in the City of Sydney. Achieving these ambitious targets will depend on coordinated planning to ensure there is capacity to accommodate this growth.

¹ The Plan for Growing Sydney does not include specific dwelling and employment 'targets' at the level of urban centres. The NSW Department of Planning is currently preparing District Plans for metropolitan Sydney's six districts that are expected to include new targets.

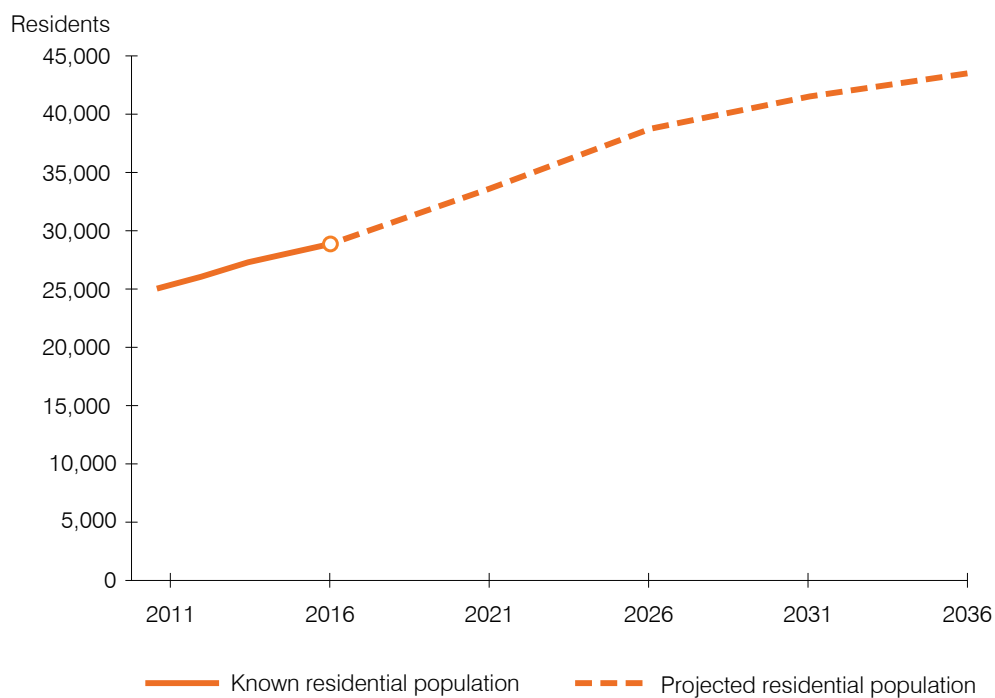
3_10

Central Sydney
workforce forecast
2012–2036



3_11

Central Sydney
resident forecast
2012–2036



NSW Government residential targets

NSW Government targets for residential dwellings will be achieved under the current planning controls and market conditions for the foreseeable future.

When released in 2010, the NSW Government's Metropolitan Plan for Sydney 2036 required an additional 61,000 dwellings above the existing 86,000 in 2006. Between 2006 and 2015, an additional 26,000 dwellings were provided, representing over 42 per cent of the target achieved in just one-third of the delivery period.

Completions are set to increase dramatically over the next few years as major regeneration projects are completed. Based on known applications, an additional 27,000 dwellings are expected (refer to 3_12). This means the City will have achieved about 86 per cent of the target in just 14 years with another 16 years, and sufficient capacity, to complete the remaining 14 per cent.

Residential projections

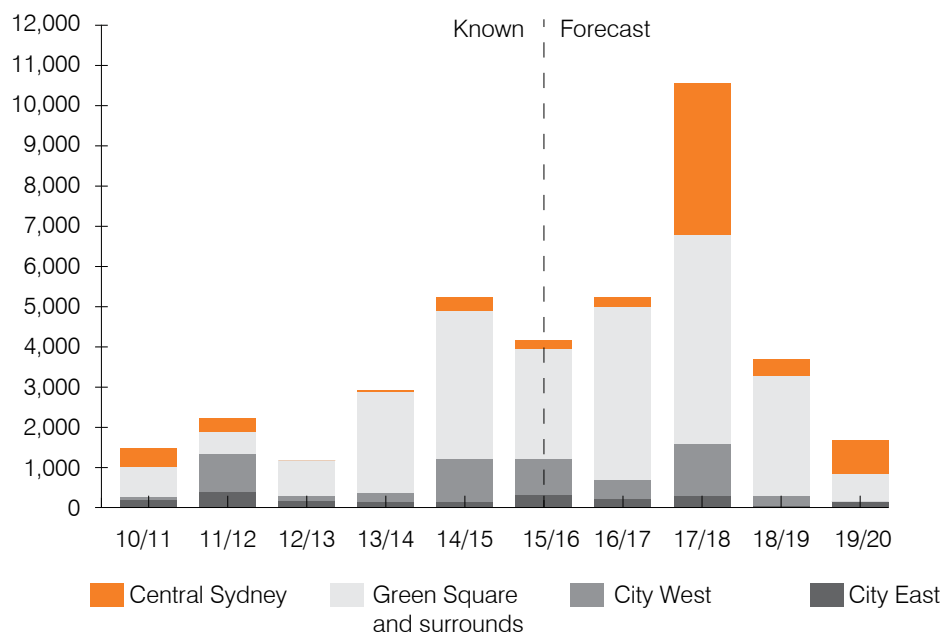
The City of Sydney is the fastest growing local government area in NSW with the residential population projected to increase by close to over 100,000 people to 2036 – from 2011 numbers (refer to 3_12), resulting in an increase of 53 per cent of today's population. In Central Sydney, where the current population will swell from 25,000 to close to 44,000, the growth rate is even higher, at 74 per cent.

By 2036, Central Sydney will have a similar-sized residential population as the suburbs of Pyrmont, Ultimo, Glebe and Harold Park combined. This increased population will significantly change the look and feel of Central Sydney's precincts. The implication of this growth in terms of infrastructure demand is significant.

At 1.9 people per dwelling, new residents will demand a total of 10,000 dwellings to 2036, equating to one million square metres of floor space at 100 square metres per dwelling – the current average for Central Sydney.

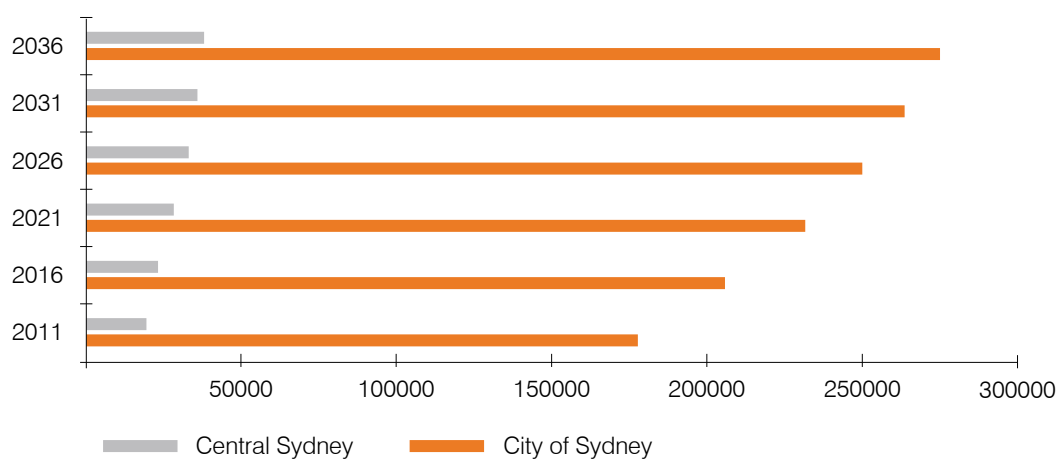
3_12

City of Sydney residential completions and expected completions 2010–2020



3_13

Projected population growth



Employment projections

Based on current trends and transport capacity, the net rise in forecasted jobs for Central Sydney is from approximately 286,000 in 2012 to 375,000 in 2036: approximately 89,000 jobs (refer to 3_14).² This could increase by as much as 50 per cent to 133,000 new jobs, given the high-growth conditions that will be created by drivers of demand including the new light rail and the Sydney Metro.

Industries with over 5,000 workers in Central Sydney that are projected to experience high levels of employment growth include Financial and Insurance Services; Information Media and Telecommunications; Professional, Scientific and Technical Services; Retail; Education; Health; and Arts and Recreation Services.

While projects like Barangaroo and Darling Harbour, most of which will be completed before 2018, are approved to deliver commercial floor space for about 30,000 additional workers, the majority of employment growth is projected in Central Sydney's traditional commercial core north of Park Street. It is likely, however, that south of Park Street, there will be a reduction in worker numbers due to older office buildings being converted to residential development.

Beyond Central Sydney's traditional boundaries, clusters of industry hubs – the creative industry, the growing health and education sectors, and the booming technology sector – are forming at its edges, taking advantage of proximity to big business and access to more affordable office rents and spaces they can better adapt to their needs. Many of these businesses will shape the profile of Central Sydney's future employment with growth.

3_14

Industries with projected high levels of employment growth to 2036
Source: Adapted from BTS employment projections

Industry	Projected jobs growth between 2011 to 2036
Arts & Recreation Services	69%
Health Care & Social Assistance	57%
Financial & Insurance Services	51%
Retail Trade	46%
Professional, Scientific & Technical Services	43%
Rental, Hiring & Real Estate Services	41%
Education & Training	39%
Administrative & Support Services	37%
Accommodation & Food Services	36%
Information Media & Telecommunications	31%
Public Administration & Safety	28%
Transport, Postal & Warehousing	5%

² Projections are supply-constrained demand estimates of outcomes. They look at past trends, current influences and future capacity constraints to estimate how and where the population will grow over time. Employment projections in particular, while reasonably accurate in Central Sydney in the past, are subject to fluctuations in market conditions, government policy and supporting infrastructure. Residential projections can also vary widely given economic conditions, planning controls and government policy.

Employment floor space gap analysis

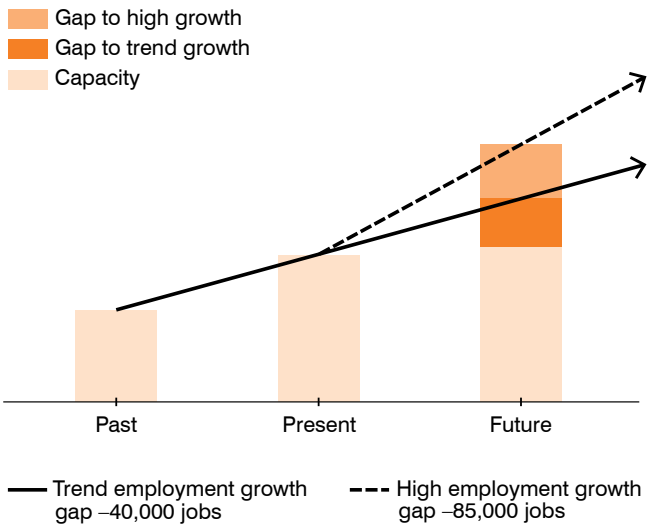
In 2012, Central Sydney had approximately 745,000 square metres of total available floor space capacity under the existing controls. However, given approval trends emerging over the last 10 years, it is highly unlikely that all available floor space capacity will be provided as commercial floor space.

Over the last four years, 52 per cent of new floor space was residential. Therefore, assuming that only 48 per cent of the total available floor space capacity under the existing controls is available for commercial development, and combined with commercial floor space provided in NSW Government-led sites outside of the City of Sydney’s jurisdiction, including Barangaroo, Darling Harbour, Wynyard Place and Central Park, projected capacity under current controls is one million square metres of commercial floor space.

Assuming 20 square metres of floor space is required for each job located in Central Sydney, only 50,000 jobs are likely to be accommodated under current planning controls. This is significantly less than the floor space required to accommodate projected jobs growth.

Without intervention to stabilise employment floor space losses and increase the amount of employment floor space, there will be significant constraints on the number of jobs that can be accommodated. The floor space gap analysis indicates that space for some 40,000 to 85,000 jobs may not be provided under the business-as-usual scenario (refer to 3_15 and 3_16).

3_15
Employment gap analysis to 2036



3_16
Employment gap analysis to 2036

2036 employment target	Additional jobs to 2036	Required floor space (sqm)	Gap (sqm)
Trend growth	+ 89,000 jobs	1.8 million	-0.8 million
High growth	+ 133,000 jobs	2.7 million	-1.7 million

A new planning approach for Central Sydney

The Strategy provides economic opportunities for investment in jobs, and supports public improvements that will make Central Sydney an even more attractive place for business, residents, workers and visitors. It outlines how Central Sydney will grow, and includes objectives and actions to promote its role as the State and nation's economic, cultural and social engine room.


For metropolitan Sydney to retain its global city status, and Central Sydney its primacy as Australia's commercial core, it is critical that economic and employment growth opportunities are protected. It is clear from the gap analysis above that a business-as-usual approach cannot achieve this objective. Without intervention, there will be a shortage in the supply of employment floor space.

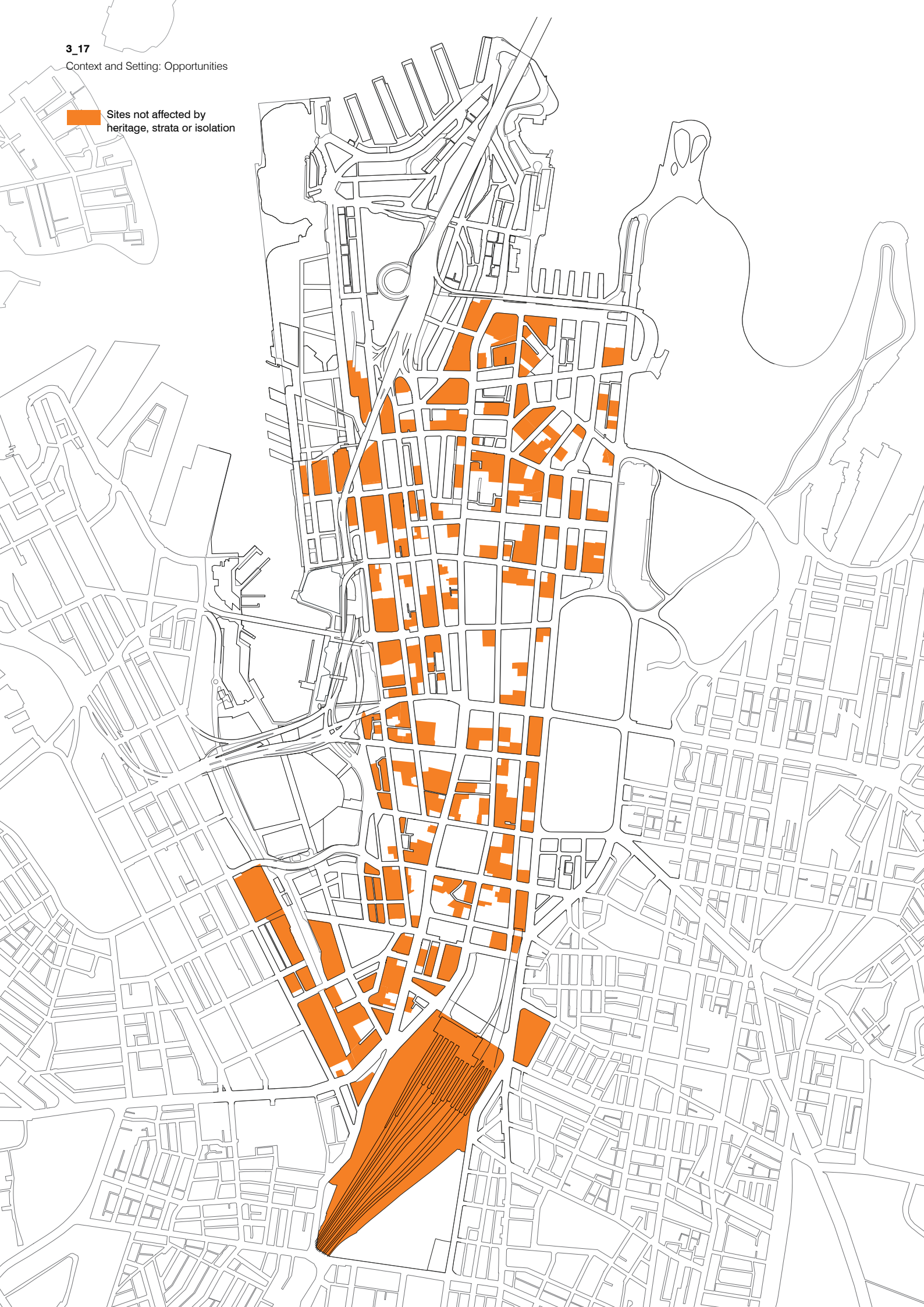
Going forward, the planning strategy for Central Sydney must be rebalanced with a long-term focus on economic and employment growth.

New planning approaches and development controls can be used to protect and expand employment floor space. Some 'building up' and 'growing out' is part of the response – but smart planning is needed with growth that is integrated with the planned increases in public transport capacity and delivered with the right mix of commercial, hotel and retail. This growth must also be supported by adequate social and physical infrastructure, without losing the opportunity for further residential development and other activities that support a lively city.

When Central Sydney moves again into a more favourable commercial development cycle, it is important planning controls are in place that facilitate an increase in employment floor space. In the short to medium term, land that is critical to supporting the growing economy must be protected from overwhelming residential demand to ensure access to jobs and services (refer to 3_17).

The Strategy provides a framework for the evolution of the successful planning strategies of the past, one which will deliver on the objectives and aspirations of the NSW Government and the City's vision for a green, global and connected City to 2030 and beyond.

 Sites not affected by
heritage, strata or isolation



3.3

How we will plan for jobs growth

How we will plan for jobs growth

Now that it has been established why Central Sydney needs to plan for growth, and what needs to be done, the next step is identifying implementation strategies and actions.

This section describes 10 key moves that will facilitate growth. It provides the foundations for the more specific and technical descriptions of the planning controls, actions and provisions of the Strategy provided in Section 4.

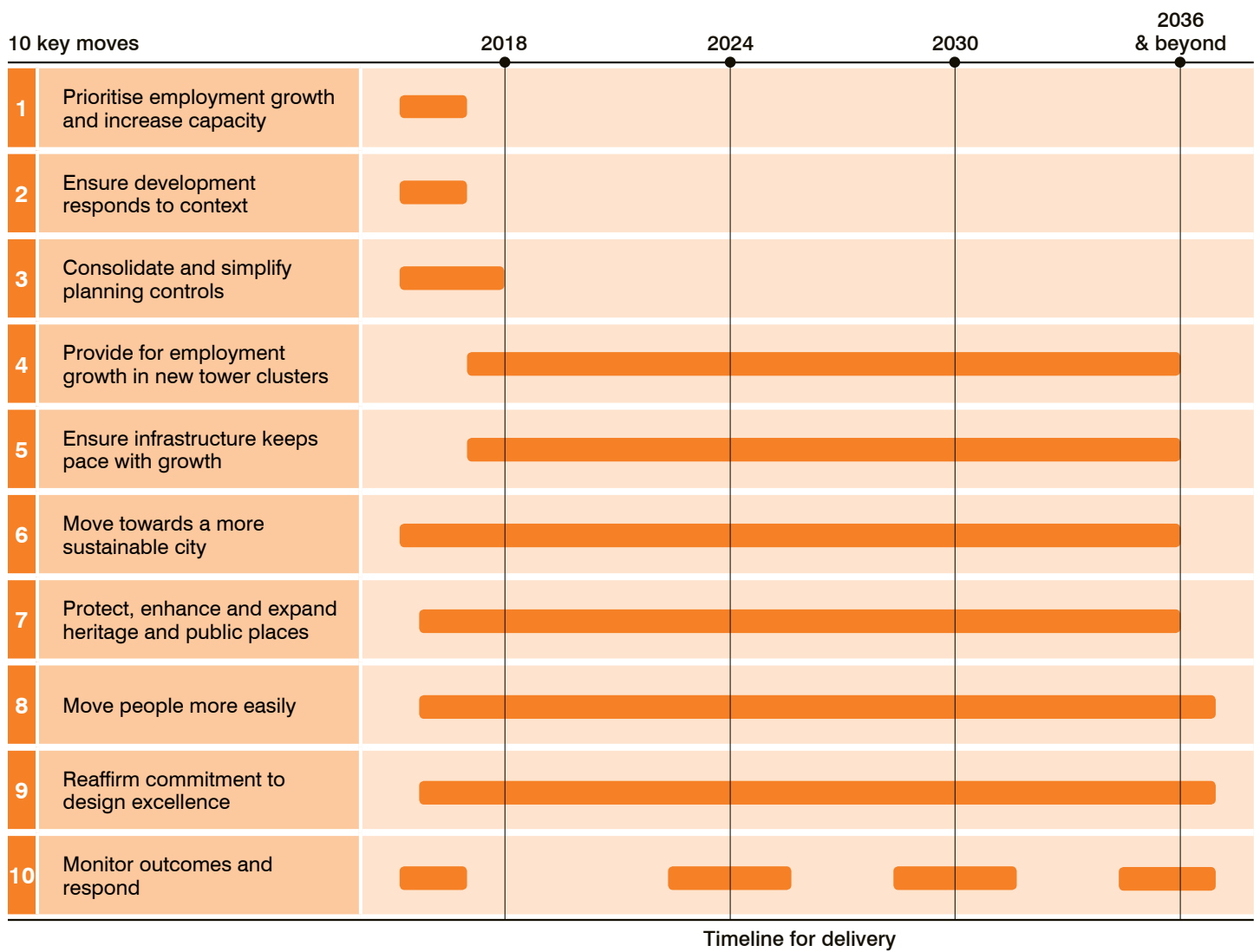
Making change happen

The Strategy identifies what can change now and what will need to change in the future to ensure that as new opportunities arise they can be harnessed and challenges met. The Strategy will facilitate projected growth in Central Sydney to 2036 and beyond with 10 key moves. These moves will be implemented in three stages: immediate and short-term (1 to 2 years), medium-term (2017–2036) and ongoing. Each stage includes review and monitoring processes.

1. **Short-term** – Today to 2018, where changes to the existing planning controls will be made immediately to achieve a greater focus on economic and employment growth and ensure the environment and amenity of the city is protected and where the City will work with the State to streamline the planning controls and governance structures that apply to Central Sydney.
2. **Medium-term** – Today to 2036, where the City will work with industry and the community to provide additional density and height in the right locations, tailored to individual sites that contribute to the increased environmental, cultural and social sustainability of the city. Initially growth will be facilitated through site specific changes to the planning framework in accordance with a guideline. In the medium term the City will work with the NSW Government to overcome barriers to fully implement the strategy without requiring site by site planning amendments

3. **Ongoing** – Where opportunities for growth are shaped by first principle environmental controls of sunlight access, heritage and public views and the City's commitment to improved access and design excellence are at the forefront of decision-making.
4. **Monitoring** – Where monitoring of outcomes, additional research and consultation with government, industry and the community will continue to ensure that the City's planning controls are well calibrated to deliver the planning and land use directions of the City's Sustainable Sydney 2030 and the NSW Government's A Plan for Growing Sydney.

This managed approach to implementation will ensure that as Central Sydney grows, there will be a cohesive vision for and lasting commitment to the aims, key moves and actions of the Strategy.



Key moves

1 Prioritise employment growth and increase employment capacity by implementing genuine mixed-use controls and lifting height limits along the Western Edge

New development controls will limit residential and serviced apartment floor space in large developments to a maximum of 50 per cent. This will provide for a genuine mixed-use outcome, stem the loss of employment floor space and ensure that as the city grows, new employment floor space is provided to accommodate projected jobs growth.

Providing an immediate increase in height controls on the Western Edge will capitalise on the changing form and character of the area and the additional rail infrastructure commitment by the NSW Government.

Within the podiums of towers, the city will see more retail, affordable offices and cultural and creative uses that provide services at street level, allowing for an exchange between the life of the street and life in buildings – and contributing to the public life of the city. In the towers above, residential use will still occur with a buffer provided between these private habitats and the hustle and bustle of street life below. Controls for tower separation and height will drive slimmer towers that have better access to outlook, sunlight and air.

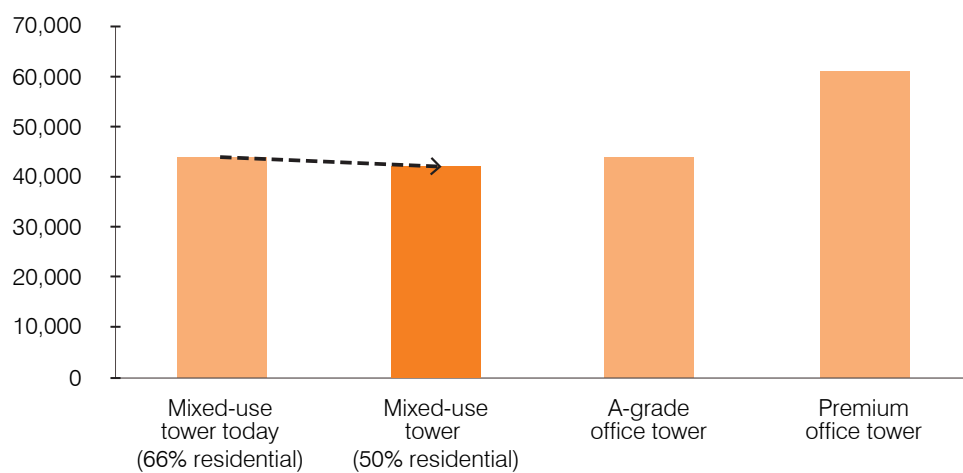
This short-term move will ensure the development of a genuine mixed-use centre and provide a solid foundation for the growth of employment floor space.



3_18

Managing use: City Core

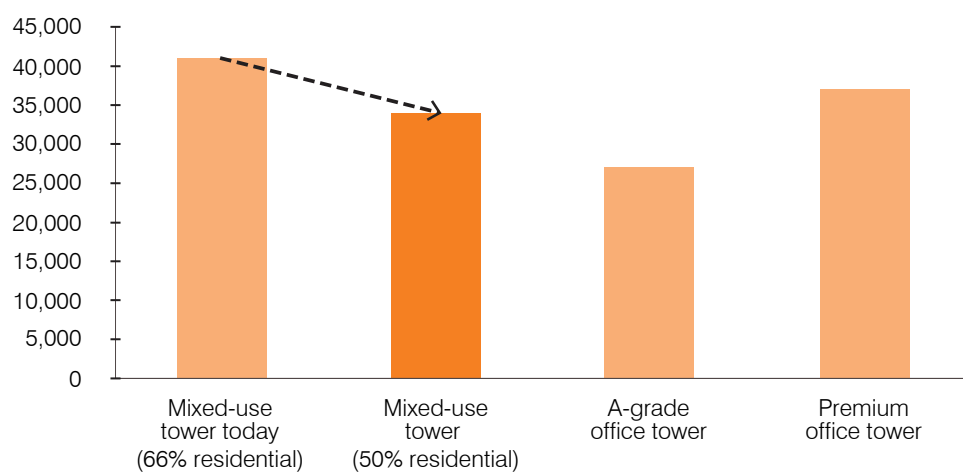
Change in \$ per square metre of site area
with implementation of 50/50 control



3_19

Managing use: Midtown and Western Edge

Change in \$ per square metre of site area
with implementation of 50/50 control



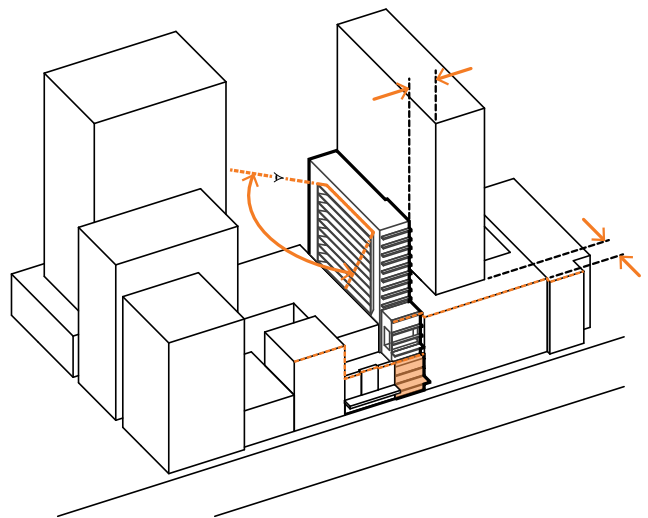
2 Ensure development responds to context by providing minimum setbacks for outlook, daylight and wind

Flexible planning controls for tall buildings mean buildings will better respond to their context. Site-specific considerations, such as adequate building setbacks and outlook, heritage curtilage, wind impacts, sunlight and air movement will determine where a new tower can appropriately be accommodated.

These changes will be implemented in the short term, confirming expectations for tower developments.

3_20

478 George Street, site analysis





3 Consolidate and simplify planning controls by integrating disconnected precincts back into the city, unifying planning functions and streamlining administrative processes

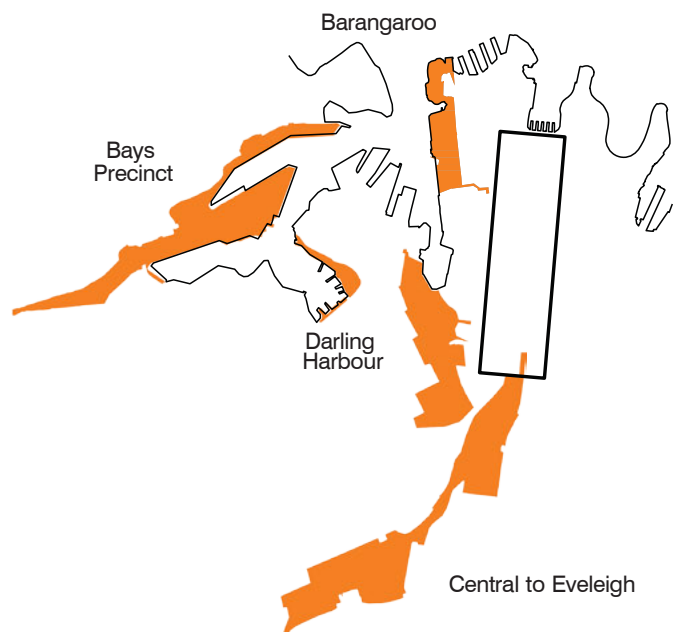
Expanding the geographic boundaries of Central Sydney to include the Rocks, Darling Harbour, areas around Ultimo, the University of Technology Sydney and Central Railway will maximise growth opportunities.

A single consent authority and planning framework for Central Sydney allows for the efficient and streamlined administration of planning functions where currently parts of Sydney are excised by state significant development. It allows the identity of Central Sydney and its precincts to be reflected as a single entity and projects this image globally. It allows Central Sydney to have a single unified strategic plan that responds to the planning and land use philosophies of the City's Sustainable Sydney 2030 program and the NSW Government's A Plan for Growing Sydney.

Consolidation and simplification of the planning controls will happen in the short term. Actions requiring state government partnerships will happen in the medium-term, with expanding boundaries opening up opportunities for an expanded heritage floor space scheme, expanded design excellence, unified data collection and a consistent approach to public domain and open space.

3_22

State-significant development sites



- Existing Central Sydney boundary
- Proposed Central Sydney extension

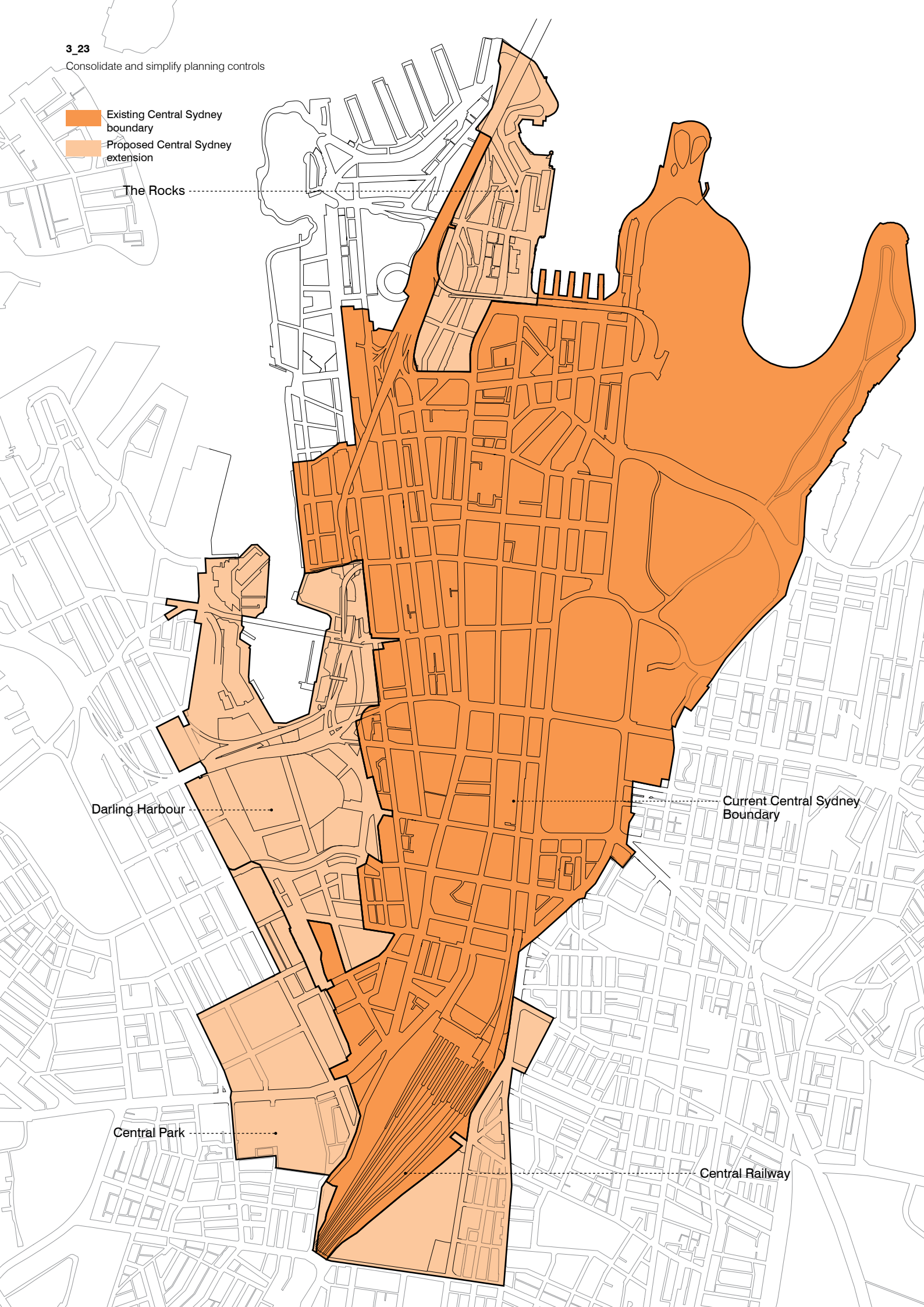
The Rocks

Darling Harbour

Central Park

Current Central Sydney Boundary

Central Railway

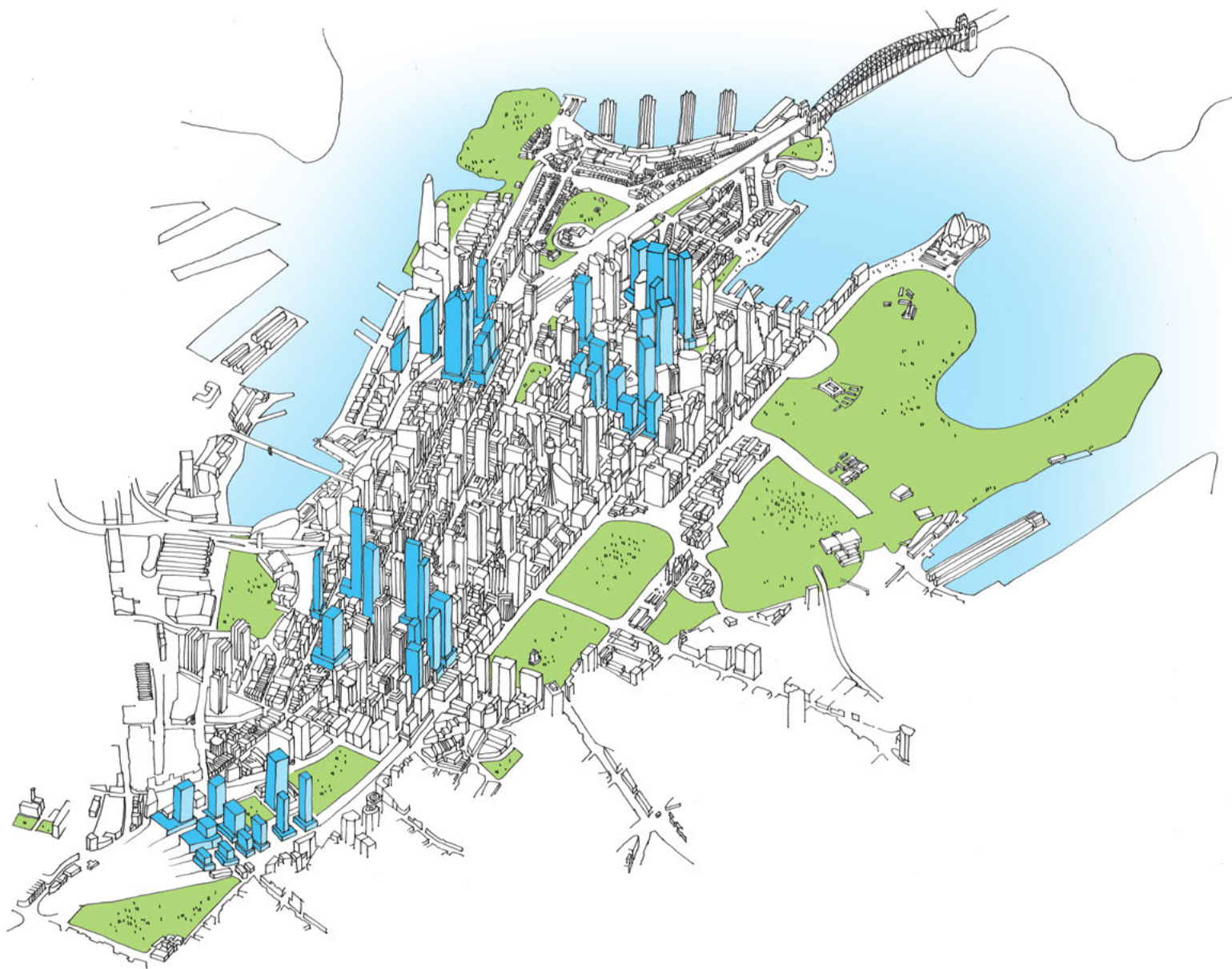


4 Provide for employment growth in new tower clusters

Introducing a new planning pathway for heights and densities above established maximum limits will increase growth opportunities for employment floor space, promote the efficient use of land, and encourage innovative design. It will also unlock opportunities for the delivery of cultural, social and essential infrastructure and improved public spaces commensurate with growth.

These opportunities are focused in those areas of Central Sydney less constrained by sun access planes. As opportunities are taken up over the next 20 years, new tower clusters will form in Central Sydney to 2036 and beyond.



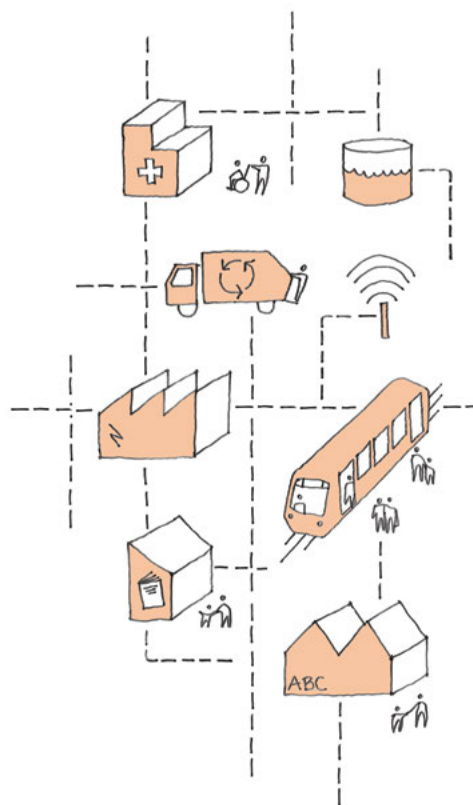


5 Ensure infrastructure keeps pace with growth to sustain a resilient city with a strong community, economy and high standard of living

With affordable housing provided for in the short term and additional infrastructure addressed on an ongoing basis, the Strategy will balance growth with essential social and physical infrastructure.

The greatest challenge for any global city is the supply, funding and delivery of infrastructure. Doing this well creates and sustains a resilient city with high standards of living.

The Strategy requires the development of an infrastructure plan that identifies current and planned infrastructure and any opportunities to strengthen and prioritise infrastructure provision across both the City of Sydney Council and the NSW Government. This plan will assist in optimising the community benefits of growth, assigning responsibilities to different levels of government to ensure they are best placed to respond to emerging challenges and demands. It will aid in forging private and public agency partnerships to ensure the delivery of infrastructure is provided in an efficient, integrated and timely way across a variety of infrastructure classes including open space, waste, fibre optics, water and water recycling, education, health, and public transport.



3_24

Surry Hills Library



3_25

Central Park open space



3_26

Affordable office space – Darlinghurst



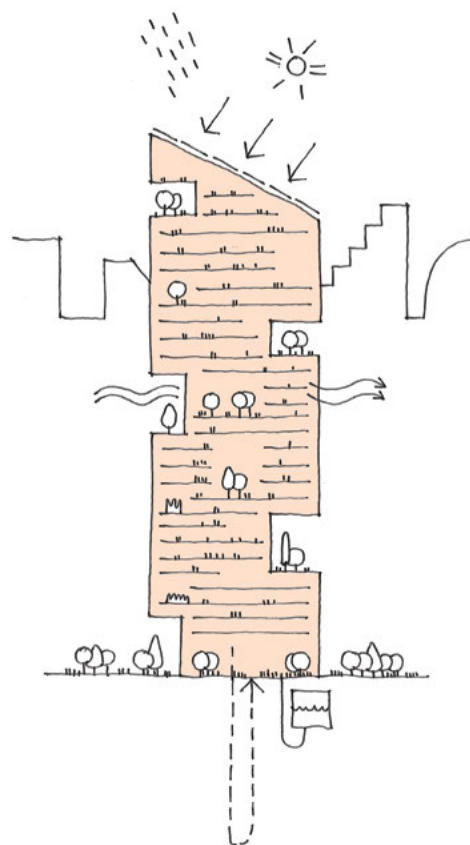
6 Move towards a more sustainable city with planning controls that require best practice energy and water standards and for growth sites to drive zero-net energy outcomes

In support of the City's aim to become Australia's first zero-net energy city, the Strategy includes actions to implement planning controls for minimum energy and water standards for all new developments. It also includes actions to investigate provisions that reward the retention, refurbishment and upgrade of older office buildings to higher water, energy and waste efficiency performance. This will take place over the short to medium term.

Energy efficiency is cost-effective and will make the most significant contribution – almost half – of the City's emissions target.

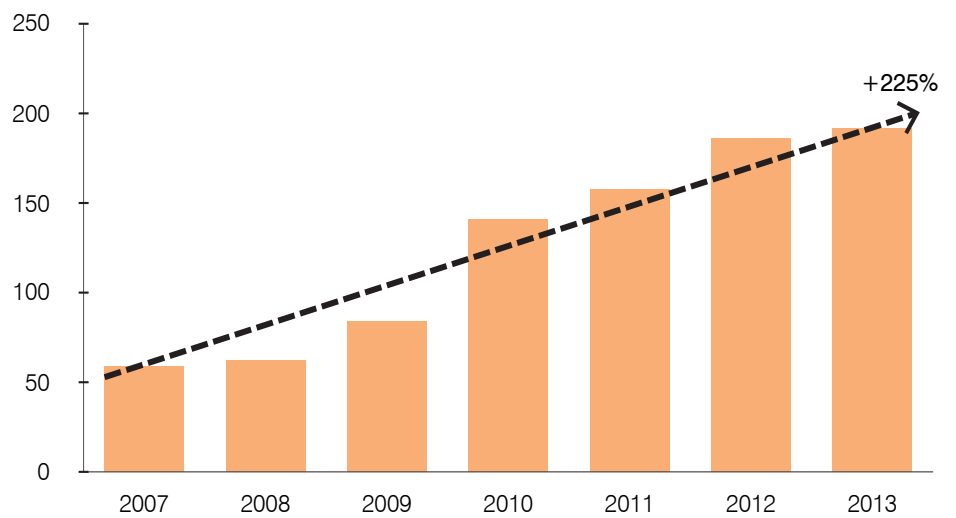
Existing policies such as building codes and energy standards can save one million tonnes of carbon emissions each year by 2030.

New policies and programs can save almost two million tonnes of carbon emissions each year, which would mean annual emissions are 42 per cent below 2006 buildings emissions.



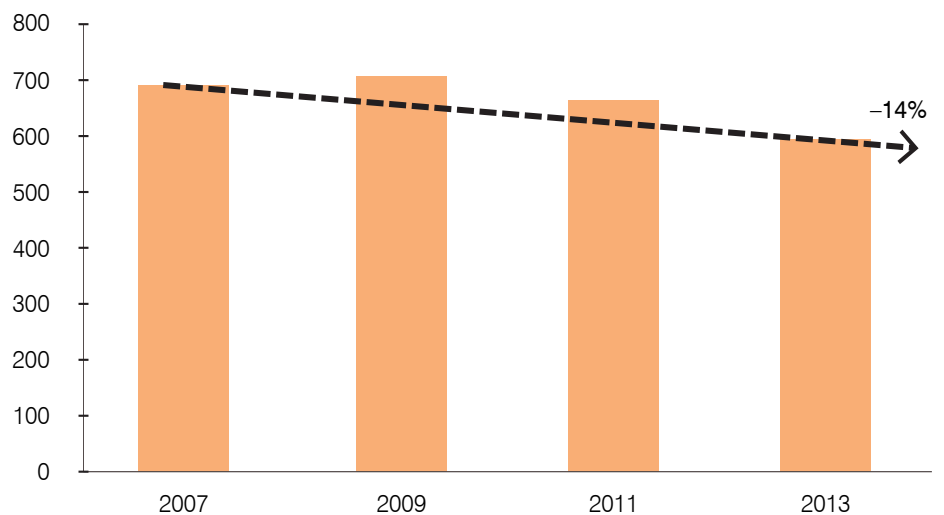
3_27

NABERS-rated buildings, City of Sydney



3_28

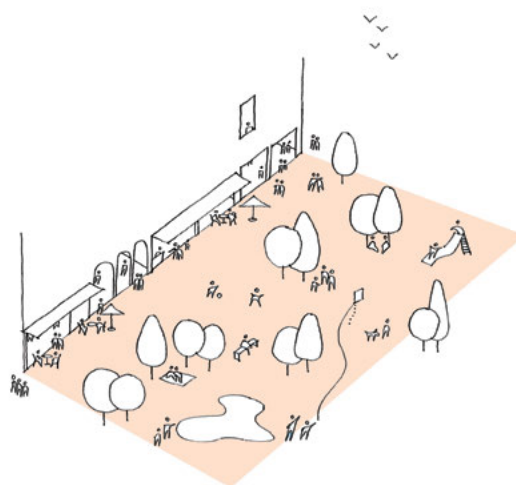
Energy intensity – NABERS-rated buildings,
City of Sydney
megajoules/square metre per annum

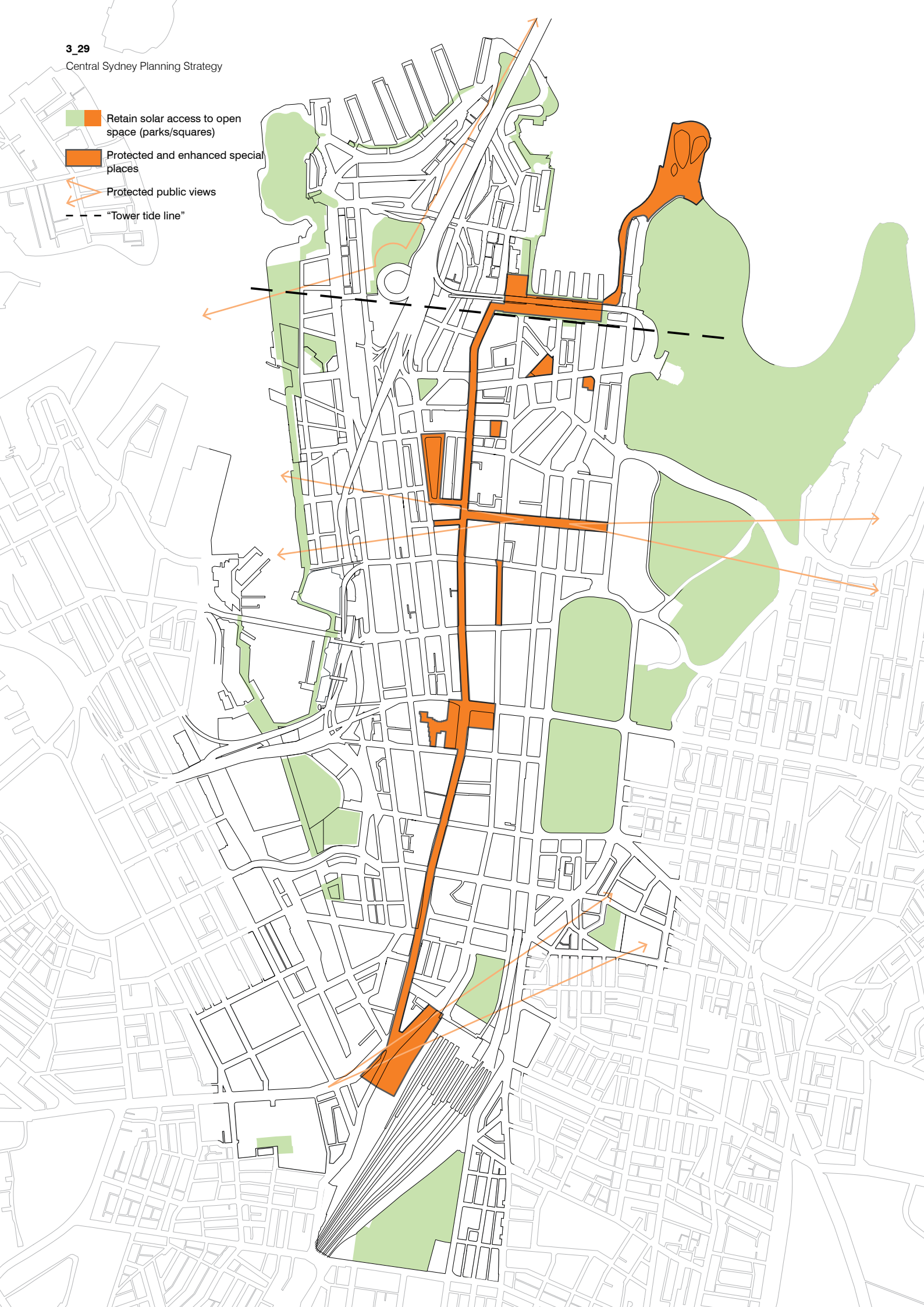


7 Protect, enhance and expand Central Sydney's heritage, public places and spaces

Balancing growth with the need to protect and enhance public parks, spaces and views will ensure Sydney remains a beautiful and vibrant city. These public assets are critical to attract visitors, high-value jobs, tourists and residents. It is essential to ensure they receive adequate sunlight, remain safe and are well utilised.

As development occurs, the City will work with landowners to enhance and expand our network of public places and spaces. New roads, pedestrian links, revitalised laneways, event spaces, green spaces, paved meeting places, outdoor dining opportunities and public art will be provided as the city grows.





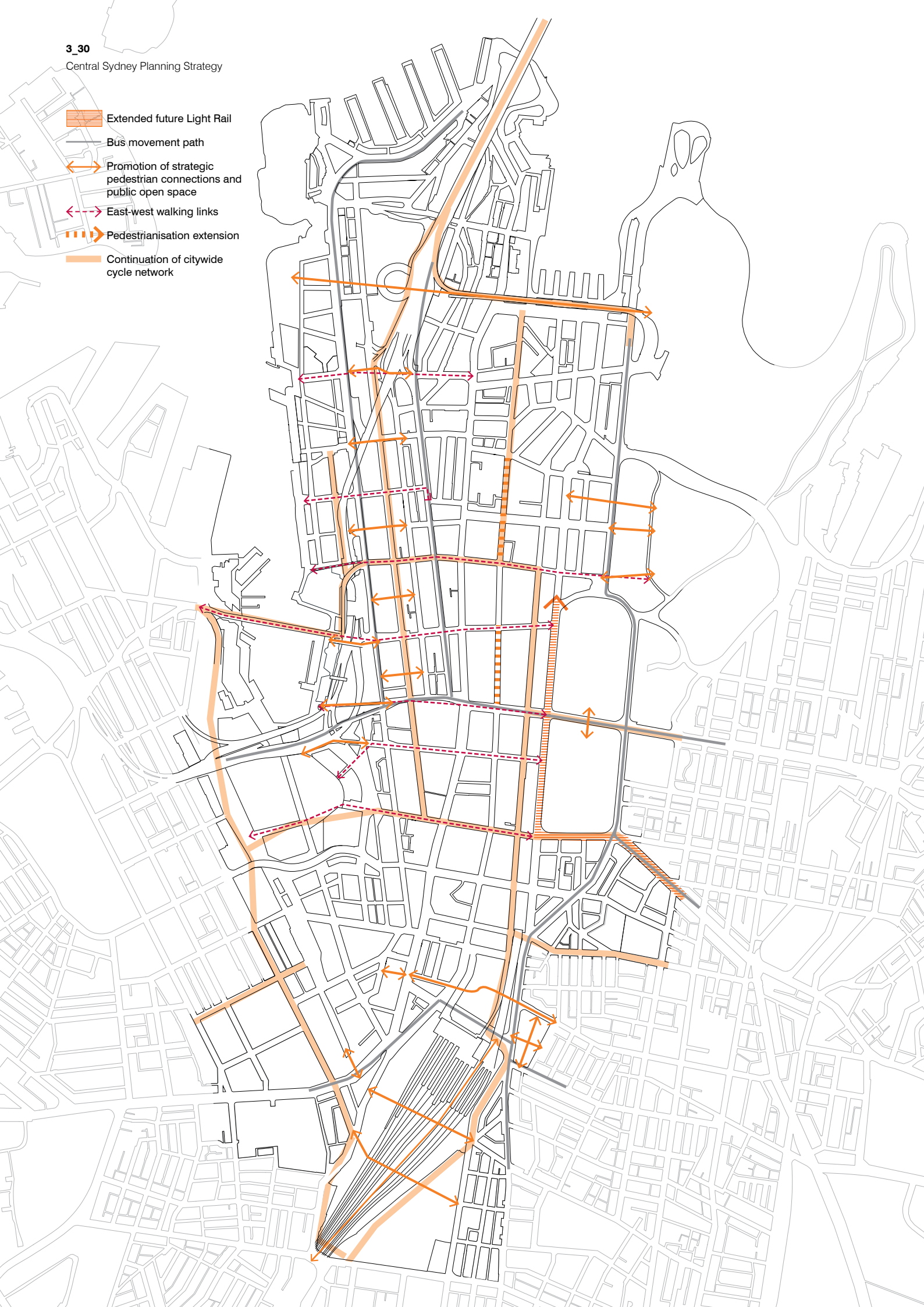
8 Move people more easily by prioritising streets for walking and cycling and expanding the pedestrian and open space network

Prioritising streets for people to walk and cycle, and encouraging public transport, will reduce congestion and redefine our streets as places to enjoy, linger, interact and do business. These actions will help maintain our economic competitiveness, reduce greenhouse gases, and improve the health of the community. And it will make Central Sydney a pleasant place to work, live and visit.

The Strategy will deliver actions in the NSW Government's Sydney City Centre Access Strategy, linking them, as the city grows, with opportunities introduced by the Strategy. The Strategy picks up where other strategies like the City's Walking Strategy and Action Plan leave off. It directly links land use, the challenges of moving people in a growing urban centre and the opportunities created through state, local and private partnerships to resolve complex issues such as freight management, footpath capacity and how to move a growing working population.



- Extended future Light Rail
- Bus movement path
- Promotion of strategic pedestrian connections and public open space
- East-west walking links
- Pedestrianisation extension
- Continuation of citywide cycle network



9 Reaffirm commitment to design excellence by continuing to work in partnership with community and industry to deliver collaborative, iterative and tailored solutions

High quality building design assures Sydney's status as one of the most beautiful cities in the world.

The Strategy promotes and encourages building design of excellent quality at every scale and level of detail, so people find buildings inspiring, satisfying and comfortable. The quality of a building – including its interface with the street, performance, proportion, finishes and placement in the skyline – all combine to make a building great.

3_31

1 Bligh Street – Green Wall





10 Monitor outcomes and respond to issues that arise to ensure the Strategy's ongoing success

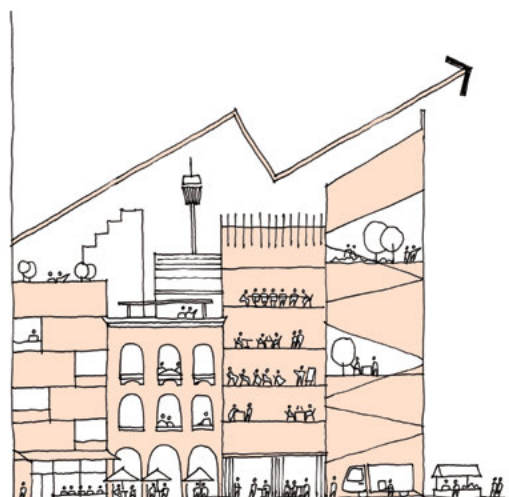
Monitoring the success and impact of these 10 key moves will help identify issues early and take action to address them.

A monitoring program will be developed in the medium term that focuses on the net growth of employment floor space.

Ongoing monitoring will also allow regular reviews of the strategy in line with critical land use and employment surveys, including the City's Floor Space and Employment Survey (FES) and the Australian Bureau of Statistics' Census of Population and Housing (Census). Results of the City's monitoring program, informed by the FES and Census, will inform reviews of this strategy and related controls and guidelines.

Barangaroo will deliver over 300,000 square metres of employment floor space, or close to 6 years' supply of office floor space in the space of 12 months. This flood of supply, rather than attracting new office tenants from overseas, will house existing Central Sydney tenants that have moved from older office building stock. This has left older office buildings, towards the end of their economic life, vacant. Where in the past these buildings would have been upgraded and placed back on the rental market, in the current economic climate they are being sold and redeveloped for residential strata.

The predicted upwards trend for residential investment in Central Sydney is likely to continue, with a decreasing proportion of employment floor space and employment land available in Central Sydney – unless appropriate planning controls and intervention are implemented.





The 10 key moves of the Strategy will be implemented through a variety of mechanisms including planning, projects, advocacy and collaboration. All of this work will be place-led and people focused.

Place-led and people-focused

Central Sydney is in the middle of a renaissance with extraordinary levels of private and public investment in development and infrastructure. The Strategy will build on the opportunities offered by these projects and encourage employment investment beyond the traditional confines north of Park Street. This will complement the pedestrianisation of George Street and its three main squares – a square for celebration at Circular Quay, a civic square opposite Town Hall and a village square at Central Station.

The Strategy also supports the revitalisation of the Midtown and Southern precincts, including Central Sydney's newest precinct, the Central to Everleigh Precinct, youthful and lively, and serving existing education, visitor accommodation and creative uses. It will also serve those emerging and perhaps yet-unknown business models and work-places that are seeking a playful and creative point of difference to the traditional office core.

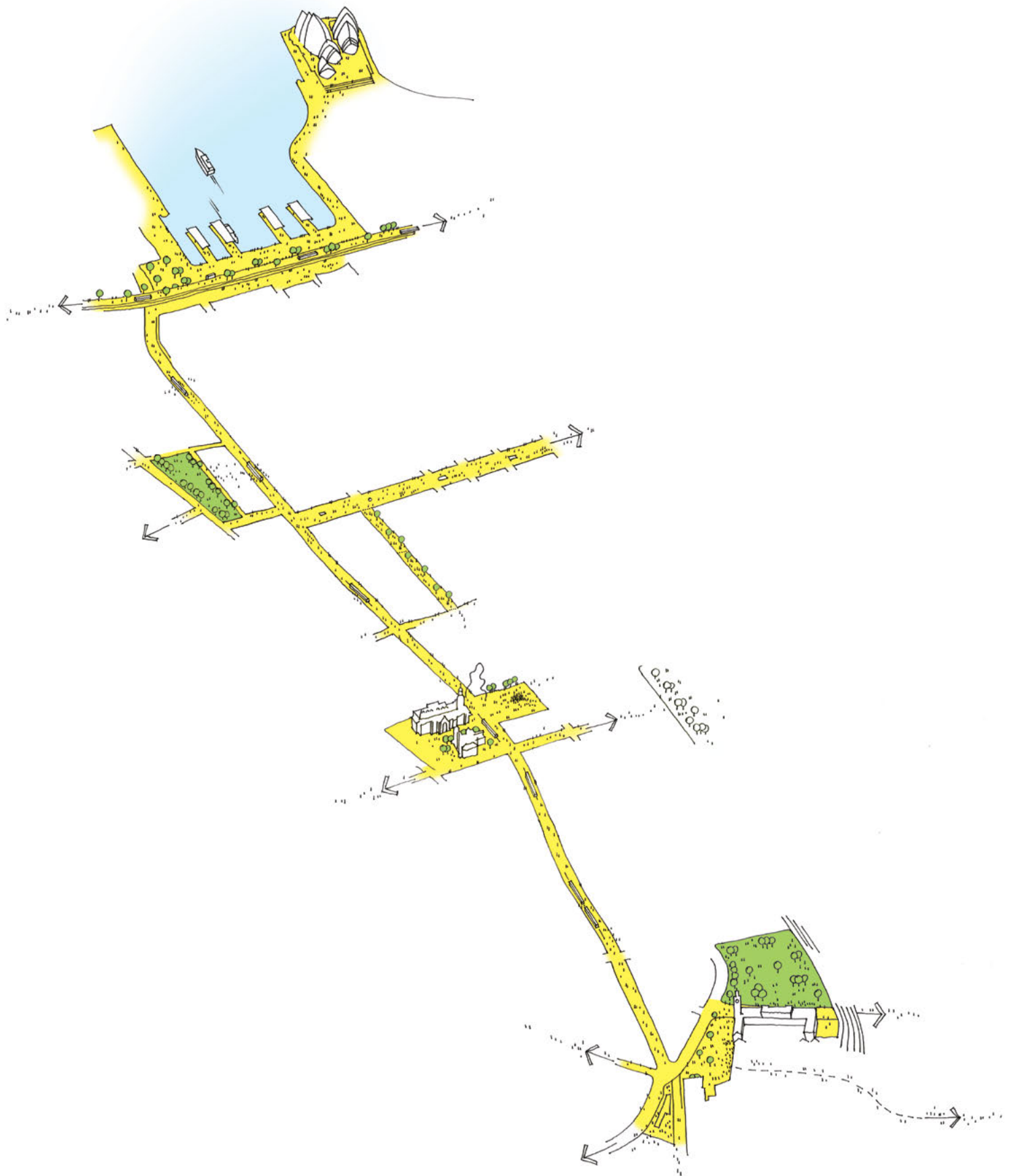
The Strategy recognises that in parts of Central Sydney, commercial development will be challenging, even with substantial increases to density under growth controls. This is due to the perception of parts of the centre, particularly south of Park Street, having a poor image and amenity challenges.

Developments like Liberty Place (occupied by ANZ and Herbert Smith Freehills) and Westpac Place are examples of redevelopment projects that, in partnership with the City, have been game-changing for precincts, increasing their profile and improving market perception.

Renewal of sites in and around Central Sydney has flow-on impacts for surrounding city blocks, increasing their desirability and appeal. This leads to increasing rents and prices which then stimulates their redevelopment and renewal. Catalytic projects drive investment, promote rental growth and increase street appeal.

The Strategy fosters opportunities for catalytic development across Central Sydney. With a place-led and people-focused approach, the Strategy takes its lead from known public domain and public infrastructure improvement programs associated with the Sydney Metro and South East Light Rail projects, identifies growth site opportunities around these projects, and builds on the City's three square public domain strategy for Central Sydney.

The City will work with landowners of growth sites to collectively secure the necessary boost in profile and image that will result in commensurate rises in overall commercial rents. Catalytic projects by both the NSW Government and private sector on sites in and around Central Sydney will be instrumental to improving the amenity of Central Sydney, particularly the redevelopment of space above the train lines at Central Railway Station. This project provides a once-in-a-lifetime opportunity to function as the southern employment gateway to Central Sydney, served by a high-volume, mixed-mode transport interchange, a professional and creative highly skilled workforce, with access to a range of cultural and tourism destinations and the ability to integrate with and extend the existing fine grain street and open space network of surrounding Surry Hills, Chinatown, Ultimo and Chippendale. Delivered in the medium term, the successful development of Central to Eveleigh will deliver flow-on benefits for Central Sydney's Midtown, from Park Street to Eddy Avenue.



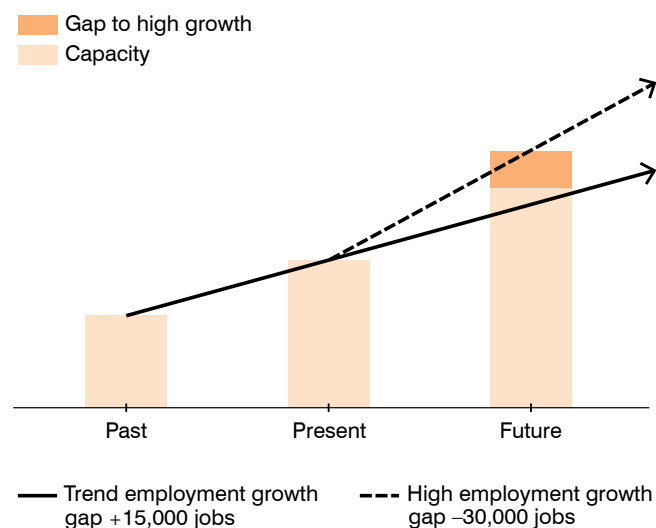
Closing the capacity gap

Earlier in this section, evidence was presented of the constrained pool of employment floor space achievable under current planning controls. The gap analysis showed a shortage of up to 1.7 million square metres of employment floor space to 2036 under a business-as-usual scenario.

The key moves of the Strategy will significantly increase the quantum of employment floor space available. In total, the proposed immediate changes to the Sydney LEP 2012 under key move 1, together with the floor space that is unlocked by identified 'growth opportunities' in key move 4, increases the amount of additional floor space that is available in Central Sydney to over 2.97 million square metres (refer to 3_35 to 3_38).

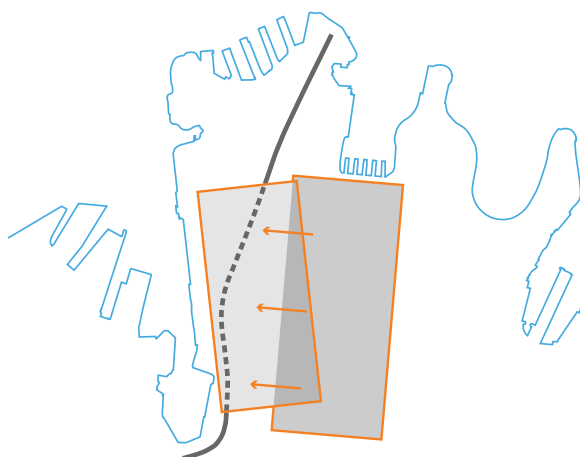
3_35

Employment gap analysis to 2036



3_36

Short to medium-term capacity



1,300,000 square metres
Short to medium-term
Today to 2030

3_37

Opportunity for growth: floor space projections

Capacity projection ('000 sqm)	Land use	City sites	State sites	Total floor space
Total floor space capacity under increased controls in Sydney LEP 2012 (assumes 75% take up and a 50/50 land use split)	Non-residential	295	605	900
	Residential	295	570	900
Total additional strategic floor space capacity achievable (assumes 50% take up and 100% mandated employment)	Non-residential	705	0	705
	Residential	0	0	0
Central to Eveleigh	Non-residential	0	500	500
Total projected floorspace (total floor space capacity under increased controls + likely additional floor space under 'growth controls')	Non-residential	1,000	1,105	2,105
	Residential	295	570	865
				2,970

3_38

Opportunity for growth: gap analysis

Projections	Additional to 2036	Required floor space (sqm)	Projected floor space (sqm)	Gap (sqm)
Constrained employment growth	89,000 jobs	1.8 million	2.1 million	+300,000
High employment growth	133,000 jobs	2.7 million	2.1 million	-600,000 million

A multi-centre city

The Central to Eveleigh and Bays Precinct urban renewal projects are an opportunity to secure the growth potential of Central Sydney. The physical proximity of these projects makes them the natural long-term extensions of Central Sydney, and the future home of metropolitan Sydney's high-value workers and knowledge-intensive industries.

While this strategy includes planning controls that protect and encourage the provision of employment floor space, it remains critical that these planned centres, and other centres within metropolitan Sydney, set aside an appropriate amount of land for employment floor space growth, delivered on a site by site basis. Planning for a high jobs growth scenario for 2036 and beyond, rather than to current trends, is critical to preserve the global status of metropolitan Sydney.

The strategy details planning priorities for Central to Eveleigh Street and the Bays Precinct, including additional public transport linkages, affordable housing, diverse employment floor space, enhanced local connections and improved local infrastructure.

It extends the question of how we plan for the growth of Central Sydney, from what can the City of Sydney do alone, to what can the City, state and communities do in partnership to ensure these precincts develop as a successful extension to Central Sydney, where success is measured through financial, social and environmental sustainability.

At the current average use split of 52 per cent employment to 48 per cent residential floor space, known State-significant projects such as Barangaroo will deliver over 600,000 square metres of additional employment floor space. In a physically constrained growth environment such as Central Sydney, this is significant. It will accommodate one-third of the projected constrained employment growth. This highlights the significant role that sites predominantly managed by NSW Government play in the ability for Central Sydney to accommodate employment growth in the medium term.

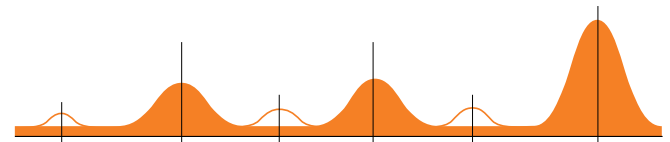
Until now, decision-making around the use split for NSW Government-managed development sites has been site-specific, affected by short-term financial rather than long-term public benefit considerations. This has led to controversial changes in scope, with the proportion of employment floor space reduced on many projects including Central Park (approved employment floor space reduced from 40 per cent in 2007 to 23 per cent in 2015) and Barangaroo (from 75 to 67 per cent).

While some NSW Government-managed developments across metropolitan Sydney may have short-term prospects to satisfy particular hot property markets or meet pressing objectives, a long-term and more holistic view should be adopted for the precincts surrounding Central Sydney.

For the Bays Precinct and Central to Eveleigh, the balanced approach for use adopted by the State in the past is not acceptable. They will need to adopt a stronger employment focus, where a long-term commitment to employment is provided.

3_39

Sydney: a multicentre city



3_40

Melbourne: a concentric city



3_41

Metropolitan Sydney's multiple centres: gross output (millions) Source: PricewaterhouseCoopers, 2015, GEM



3_42

Melbourne gross output (millions) Source: PricewaterhouseCoopers, 2015, GEM



Central to Eveleigh

The land between Central railway station and Cleveland Street and onwards to Eveleigh has been identified in Sustainable Sydney 2030 and the State Government's A Plan for Growing Sydney as an opportunity to expand office space in Central Sydney. It was also identified for redevelopment in both the 1971 and the 1988 major strategic plans for Central Sydney.

Fostering job growth based on the existing industry clusters (creative and health and education) will play an important role in the expansion of Central Sydney's economy. Catering to emerging and growing businesses such as the digital, creative and service industries will add adaptability, diversity and flexibility to Central Sydney's economic and employment profile, representing a city that is resilient in the face of changing economic conditions and priorities.

Central to Eveleigh is ideally positioned to cater for this growth with its proximity to existing and growing employment clusters in surrounding suburbs. It is also better positioned to deliver the larger floor plate, lower campus-style buildings such as found in Melbourne's Docklands that are preferred by financial and professional service firms. Central Sydney's existing structure, street and block pattern, and intimate scale are less accommodating.

3_43

Artist's impression of Central railway station looking north

Source: Sustainable Sydney 2030: Idea 2 – Three City Squares.
Concept by Hassell and Hill Thalys Architects, 2008



Priorities for Central to Eveleigh should be:

- **Diverse employment floor space:** Central to Eveleigh has the potential to accommodate approximately 500,000 square metres of floor space, at Central Station, in a form that respects direct solar access to Prince Alfred Park. The floor space potential created equates to approximately 25,000 future jobs.

All of this floor space should be earmarked as employment-related floor space where a diversity of spaces are targeted towards a diverse range of business, both big and small, local and international, and supported by community and cultural infrastructure.

- **Enhanced local connections:** Arguably Australia's best-serviced major urban renewal area in regards to public transport, the existing available capacity of the transport network provided by bus, heavy rail and planned metro and light rail services means that even without additional short-to medium-term investments in public transport, Central to Eveleigh has the unrivalled ability to grow without placing undue pressure on metropolitan Sydney's public transport network.

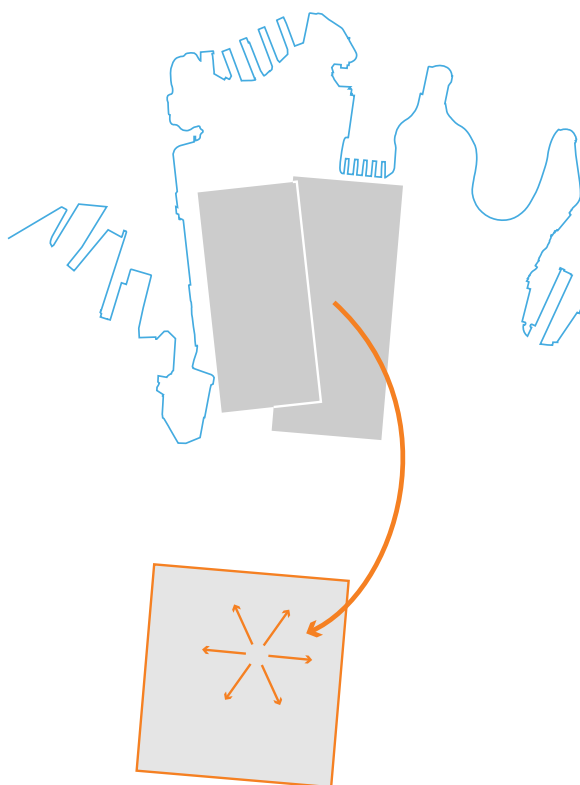
While well serviced by metropolitan connections, it is, however, poorly serviced by local connections and it will be these local connections – the incidental and everyday journeys – that will influence the decision of workers and businesses to locate and invest there.

The urban transformation of Central to Eveleigh should minimise traffic generation and congestion, building on the key attributes of the area by focusing on creating great streets and walkable neighbourhoods. Walking and cycling connections east and west, north and south should be maximised to make the precinct convenient and permeable, connecting seamlessly into the established network of surrounding streets and open spaces.

- **Improved local infrastructure:** Central to Eveleigh presents an opportunity to provide for much-needed local services and infrastructure in the southern part of Central Sydney. Cycleways, green space, and community and creative facilities will support existing businesses, workers, visitors and residents as well as cater for future populations.

3_44

Medium-term capacity



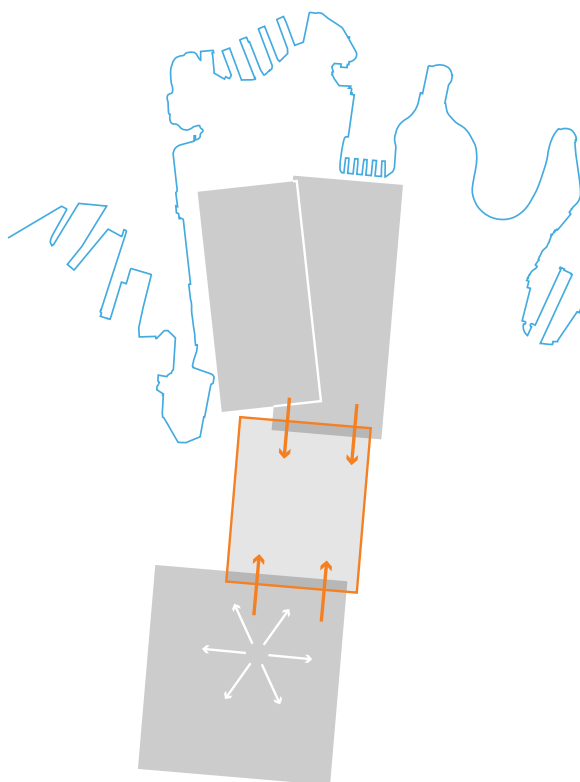
+500,000 square metres

Medium to long-term

2024 to 2036 + beyond

3_45

Medium to long-term capacity



+1,100,000 square metres

Medium to long-term

2024 to 2036 + beyond

The Bays Precinct

The Bays Precinct comprises the waterways and lands surrounding Rozelle Bay, White Bay and Blackwattle Bay. The existing land uses and location of the Bays Precinct offer real potential as a natural extension to Central Sydney. The precinct can become a place where contemporary and future harbour industries and an expanded Central Sydney can coexist. It can be a place where dedicated public transport options could create a vibrant employment hub serviced by the latest in fibre optic and telecommunication technology, affordable accommodation and a reliable electricity supply that is supported by sustainable buildings and technologies. Its harbourside setting lends itself to a distinct environmental and cultural identity that will attract international workers and tourists.

The redevelopment of the Bays Precinct offers an opportunity to assist Central Sydney in meeting its employment projections to 2036 and, more importantly, beyond. With close proximity to an already established digital economy hub in Pyrmont and Ultimo and top academic and health institutions in Camperdown and Ultimo, it can contribute significantly to shaping Central Sydney's future employment profile. It can provide space for education and learning; be a hub for sustainable research and development; and support the expansion of start-ups and creative industries; and accommodate global businesses.

3_46

Artist's impression of the Bays Precinct

Source: City of Sydney submission to Bays Precinct discussion paper and Call for Great Ideas.

Illustration by Tim Throsby, 2015



Priorities for the Bays Precinct should be:

- **Public transport:** The City of Sydney has clear objectives for the future of transport in metropolitan Sydney, based on the vision that public transport will be strongly integrated with land use and development and that local needs will be served by broader transport networks.

While the Bays are geographically well located, they are poorly connected on the larger western side reaches except by road. The Bays Precinct therefore requires an integrated transport plan which considers all opportunities, including a potential future metro rail.

Planning must be undertaken prior to redevelopment of land to ensure that transport solutions are integrated with existing networks. This will ensure the broader network is strengthened while ensuring that the Bays Precinct is adequately serviced. Specific opportunities for the Bays Precinct which link into broader networks include a ferry service extension, light rail network extension and provision for walking and cycling.

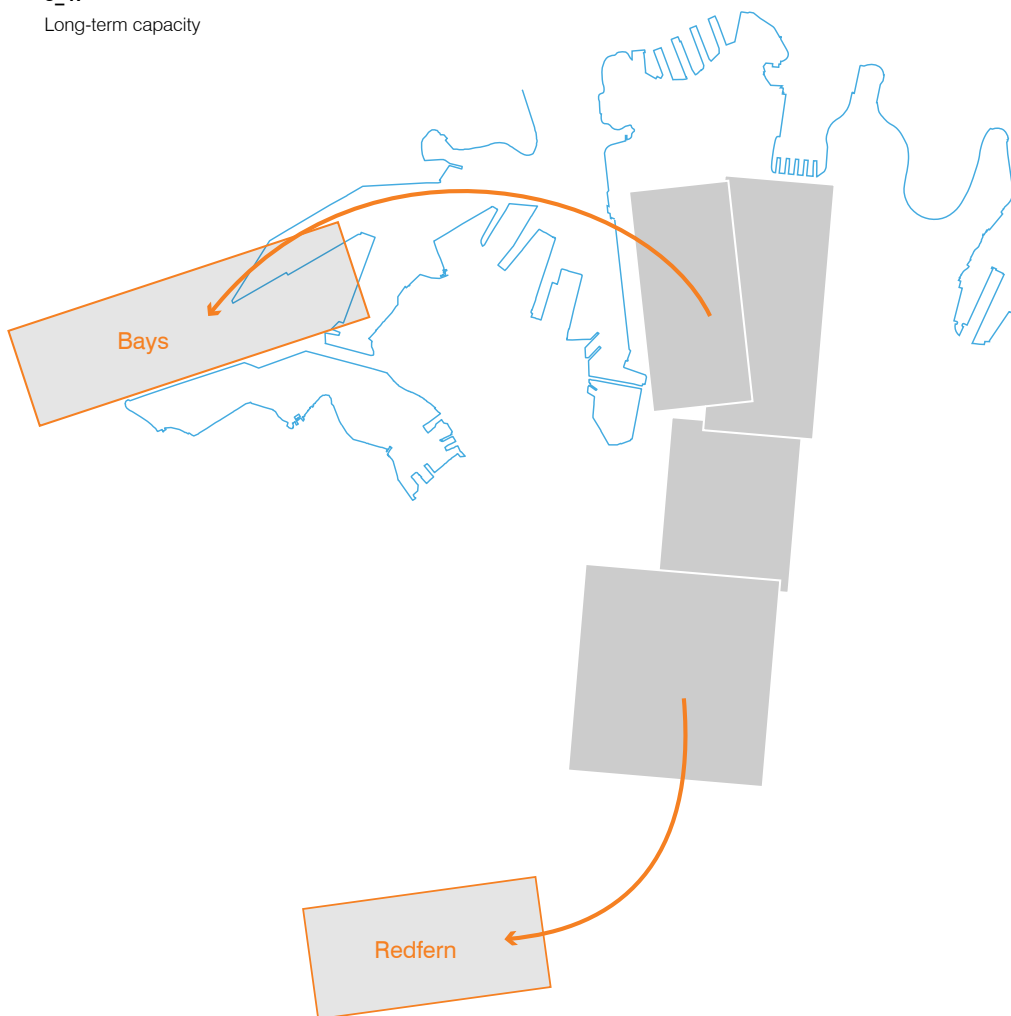
- **Diverse employment floor space:** The Bays Precinct should be overwhelmingly employment-focused. While some residential, at different price points and types, should be provided, it should not be at the expense of long-term jobs growth and creating an extension to Central Sydney.

In accommodating employment, it is important that the NSW Government has a good understanding of the type and diversity of floor space and facilities required by industry. These spaces should be the workplaces of the future.

- **Affordable housing:** Critical to realising the economic potential of the precinct is the provision of housing, including affordable rental housing, within reasonable proximity of new jobs. Without providing housing and transport at the same time as jobs, the full economic potential of the Bays Precinct will not be realised.

3_47

Long-term capacity



+significant employment
floor space

Long-term
2036 + beyond

4.1

Summary

Section 4 is the culmination of the Central Sydney Planning Strategy and the research, analysis and context which precedes it. This section details the objectives and actions provisions of how the Strategy will be achieved and provides a timeline for implementation. It reiterates the Strategy's key moves and then the more specific and technical descriptions of the planning controls that will deliver them.

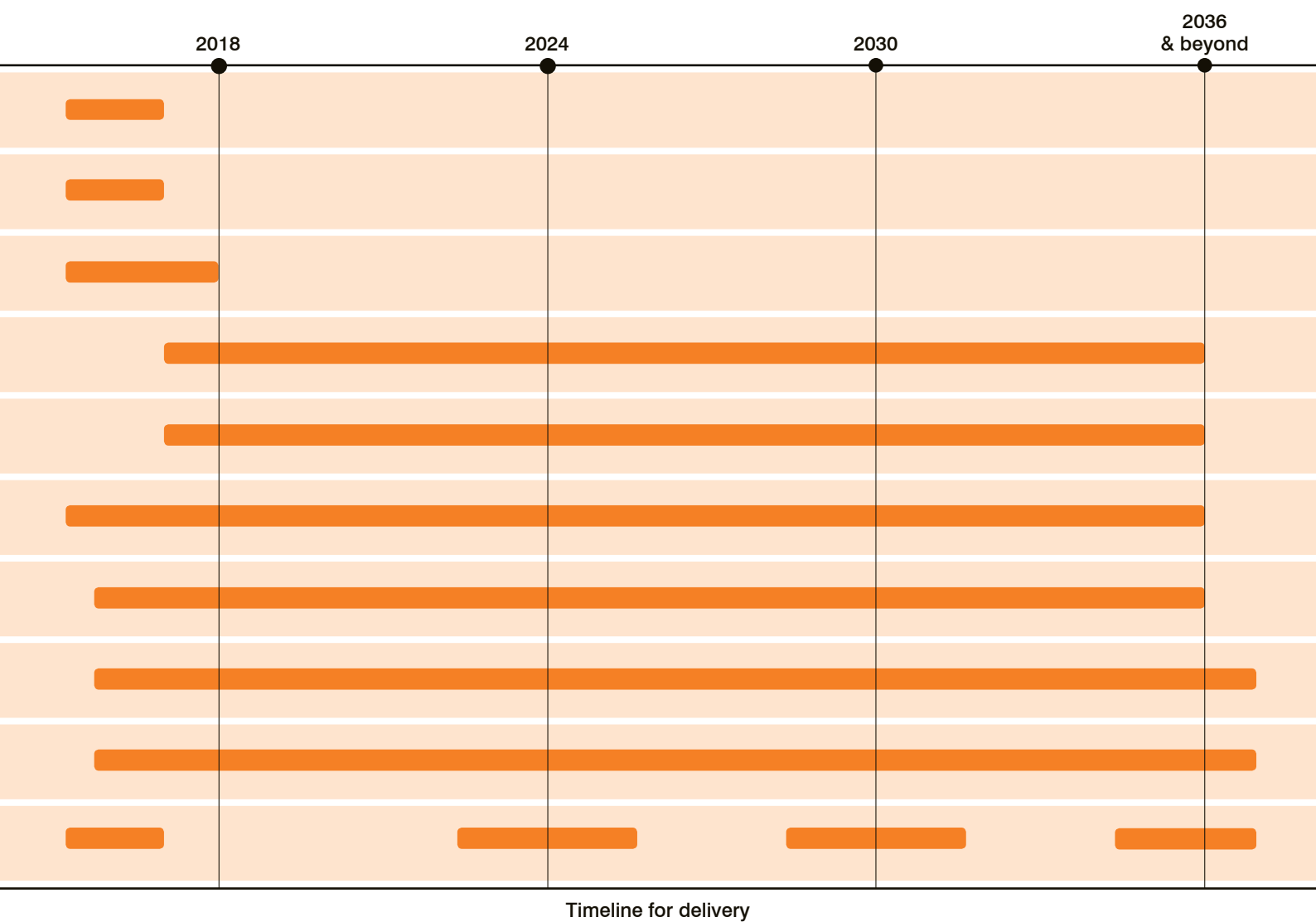
The controls and actions of the Strategy facilitate the growth of Central Sydney. They ensure that economic and employment growth is balanced with the need to develop a liveable, diverse and welcoming city supported by great quality-of-life factors and infrastructure. A sound balance between sustainable growth, a healthy environment and strong infrastructure will ensure a resilient Central Sydney with a high standard of living.

10 key moves

The Strategy's key moves are the main components of the Central Sydney Planning Strategy that address the most important issues for planning for growth.

Key moves

1	Prioritise employment growth and increase capacity
2	Ensure development responds to context
3	Consolidate and simplify planning controls
4	Protect, enhance and expand Central Sydney's heritage, public places and spaces
5	Ensure infrastructure keeps pace with growth
6	Move towards a more sustainable city
7	Protect, enhance and expand heritage and public places
8	Move people more easily
9	Reaffirm commitment to design excellence
10	Monitor outcomes and respond



Structure Plan

The Structure Plan at 4_1 shows the key structural elements that the Implementation Strategy for Central Sydney has to work with, such as transport nodes, pedestrian walkways, public parks and zones for shopping and events.

The underpinning philosophy of the implementation strategy is based on three considerations: ensuring excellent open spaces for the enjoyment of all, connecting parts of Central Sydney to each other and beyond; and planning for the future density of the city, particularly from increased commercial activity.

Open space

Central Sydney is supported by a system of high-quality green open spaces and the Sydney Harbour Foreshore. Three significant new public squares are proposed to support the existing open space network and to provide a variety of open space experiences. These will be located at Circular Quay, Town Hall and Central Railway Station connected by a new George Street pedestrian spine.

Connectivity

Central Sydney is currently undergoing significant improvements in its public transport system and this will be enhanced by an improved pedestrian and cycle network.

The future Light Rail and Metro networks will supplement the existing heavy rail network enabling a 50 per cent increase in capacity during critical peak times.

Existing and proposed open space as well as the proposed new density zones will be connected by a series of prioritised pedestrian links. Major prioritised links will connect north–south and a fine grain system of links will connect east–west. These east–west links will particularly serve to break down the barriers of roads and long blocks restricting connectivity to the western foreshore and Barangaroo.

Future density

Three new zones for potential major tower clusters are identified in locations deemed to be least constrained by sun access planes. In these areas, increased heights and floor space will capitalise on the increased capacity within Central Sydney as a result of improved public transport connectivity.



4_2

Wynyard Park



Supporting project ideas

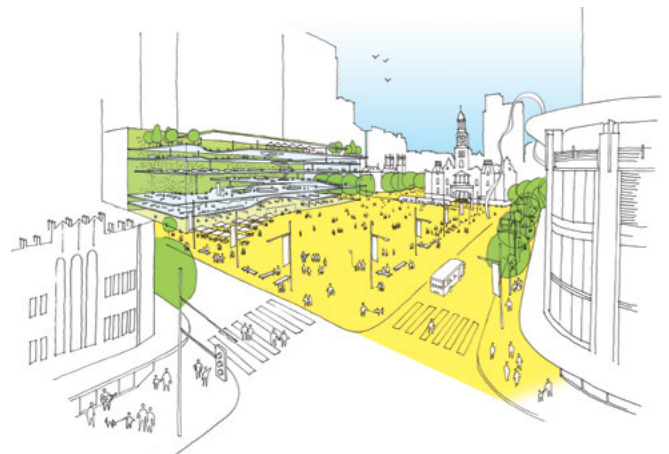
Most of the Strategy's actions will be delivered through the planning system and private development; however, the City has a role in delivering and facilitating government projects. Some projects will support growth, others will increase transport efficiency and others improve urban amenity.

Catalytic project ideas to facilitate growth

1. Build Town Hall Square and hold open international design competitions for:
 - a. Circular Quay Station, Cahill Expressway bus interchange, ferry wharves and square
 - b. Wynyard Park
 - c. Railway Square and Belmore Park
2. Extend George Street pedestrianisation to Circular Quay and Railway Square
3. Continue to upgrade all streets in Central Sydney for pedestrian comfort starting at the south end of Central Sydney including Quay Street and a link from the Goods Line to Railway Square
4. Link Hyde Park north and south with a pedestrian bridge
5. Upgrade pedestrian crossings at busy intersections providing more waiting space and shorter wait times and work with Transport for NSW to develop a Pedestrian Level of Service & Comfort Standard
6. Introduce car-free days in the retail core during peak weekends of Christmas shopping
7. Complete the regional separated cycle network connections to Central Sydney
8. Work with Transport for NSW to reduce the number of buses and complexity of bus routes in Central Sydney
9. Begin planning for light rail on Oxford, Liverpool and Elizabeth Streets
10. Develop "Smarter Poles and Awnings" to collect city data including temperature, wind speeds and direction, pollution, pollen, noise, pedestrian and vehicle numbers, and make the data publicly available in real time

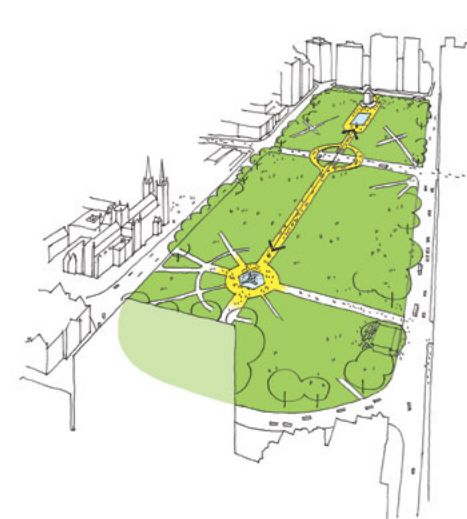
4_3

Future Town Hall Square



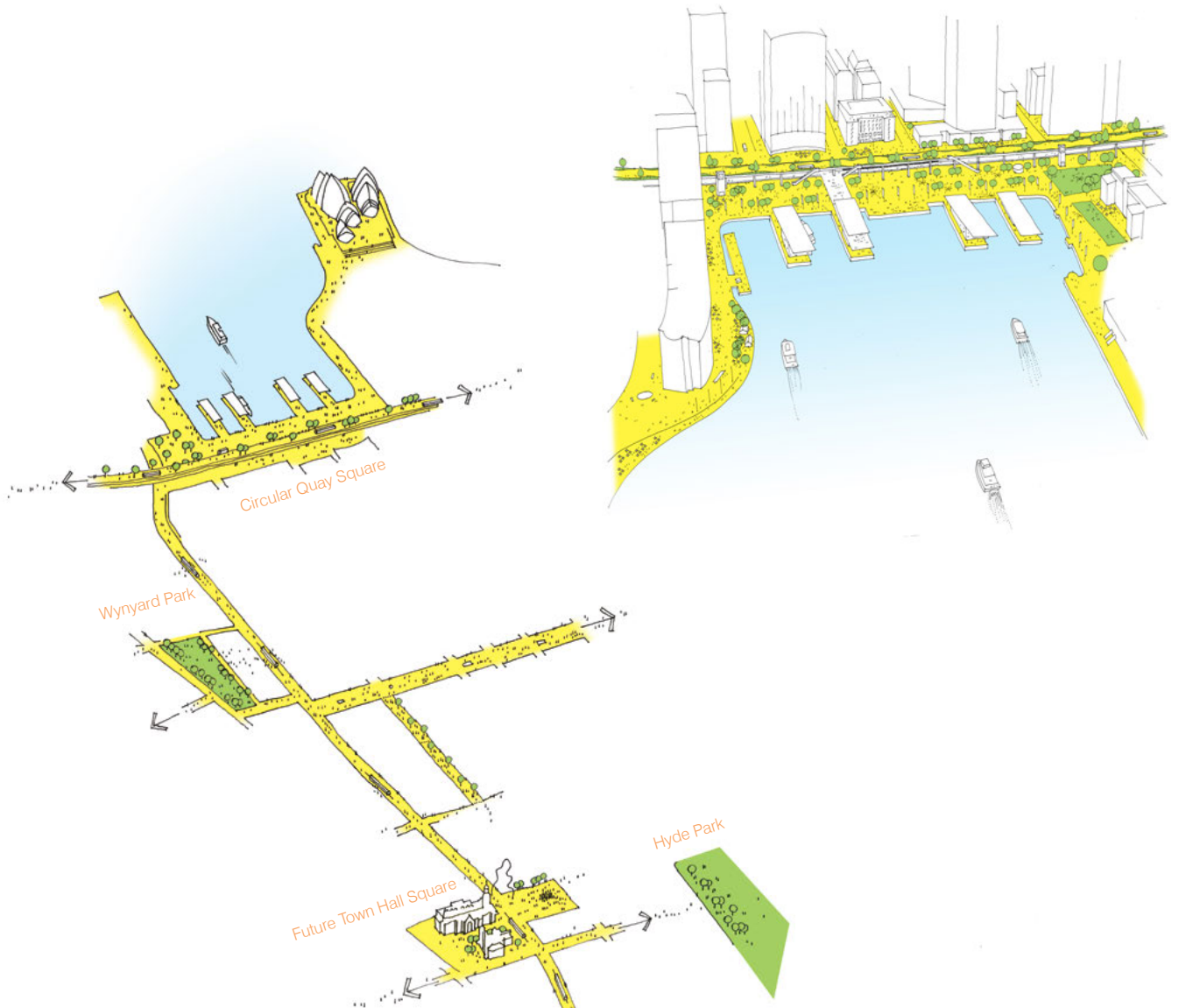
4_4

Hyde Park



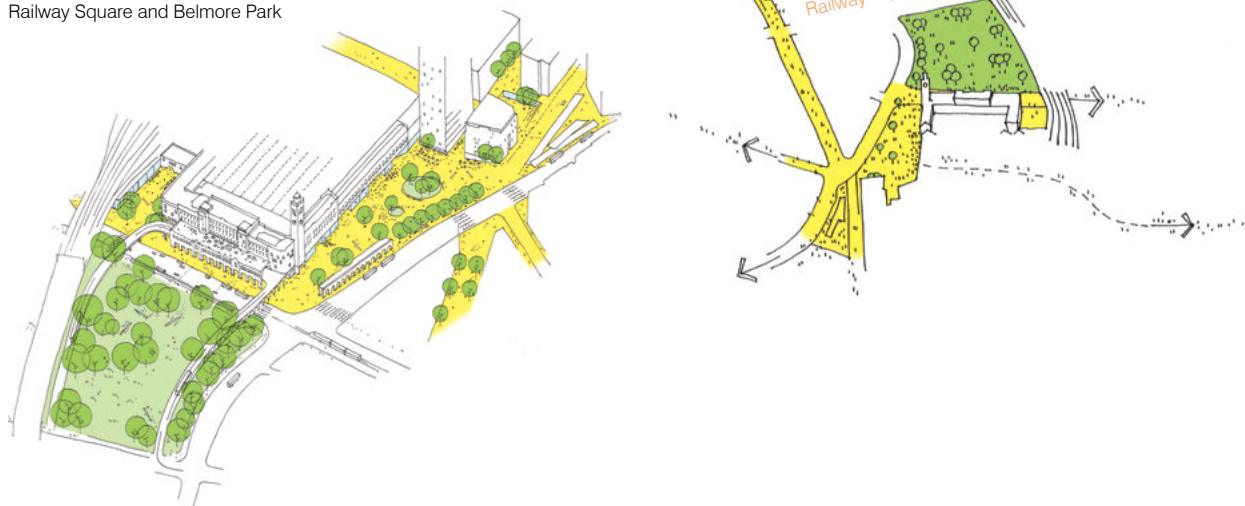
4_5

Circular Quay Square



4_6

Railway Square and Belmore Park



4.2

Objectives and actions

01 | Land use

Central Sydney is predominantly governed by two land use zones: the B8 Metropolitan Centre Zone and the RE1 Public Recreation Zone. The objectives of the zones provide certainty to the community about the intent of the zone and the desired future role and form of the area.

Metropolitan centre zone

Objectives

- To recognise and provide for the pre-eminent role of business, office, retail, entertainment and tourist premises in Australia's participation in the global economy
- To provide opportunities for an intensity of land uses commensurate with Sydney's global status
- To permit a diversity of compatible land uses characteristic of Sydney's global status and that serve the workforce, visitors and wider community
- To encourage the use of alternatives to private motor vehicles, such as public transport, walking or cycling
- To promote uses with active street frontages within podiums that contribute to the vitality, life and existing character of the street
- To promote the efficient and orderly development of land in a compact urban centre
- To promote a diversity of commercial opportunities varying in size, type and function, including new cultural, social and community facilities
- To recognise and reinforce the important role that Central Sydney's public spaces, streets and their amenity play in a global city
- To only permit residential and serviced apartment accommodation as part of mixed-use developments that complement the primary role of the zone as a centre for employment

Public recreation zone

Objectives

- To enable land to be used for public open space or recreational purposes
- To provide a range of recreational settings and activities and compatible land uses
- To protect and enhance the natural environment for recreational purposes
- To provide links between open space areas
- To retain and promote access by members of the public to areas in the public domain including recreation facilities and waterways and other natural features
- To protect sun access to publicly accessible land

Priority actions





- 1.1 Strengthen and update zone objectives in Sydney LEP 2012 to reinforce the important role that employment floor space plays in a Global City
- 1.2 Strengthen and update public recreation zone objectives in Sydney LEP 2012 to highlight the importance of sun access to amenity and usability, and the contribution sun-lit public space plays in maintaining Sydney's status as a Global City
- 1.3 Increase public confidence in local planning decisions by working with the NSW Government to revise state significant cost thresholds for:
 - Alterations and additions over \$10 million for state-listed heritage items
 - Hotels (new and refurbishments) over \$100 million
 - All development over \$10 million in the Rocks, Darling Harbour and Central Park
 - Education establishments (new and refurbishments) over \$30 million, and
 - Cultural, recreation and tourist facilities (new and refurbishments) over \$30 million, where the NSW Government is currently the planning authority.
- 1.4 Increase public confidence in local planning decisions by working with the NSW Government to transfer land state-significant land back to the City of Sydney, including:
 - The Rocks, and
 - Darling Harbour.
- 1.5 Transfer land to Sydney LEP 2012 and the B8 Metropolitan Centre zone including:
 - Ultimo south
 - Central Park
 - University of Technology Sydney
 - Chippendale north-west
 - Surry Hills west
 - Centennial Plaza, and
 - The Central Railway Station Group (inclusive of blocks bound by Eddy Avenue, Chalmers Street, Cleveland Street, Regent Street, Lee Street and Pitt Street).

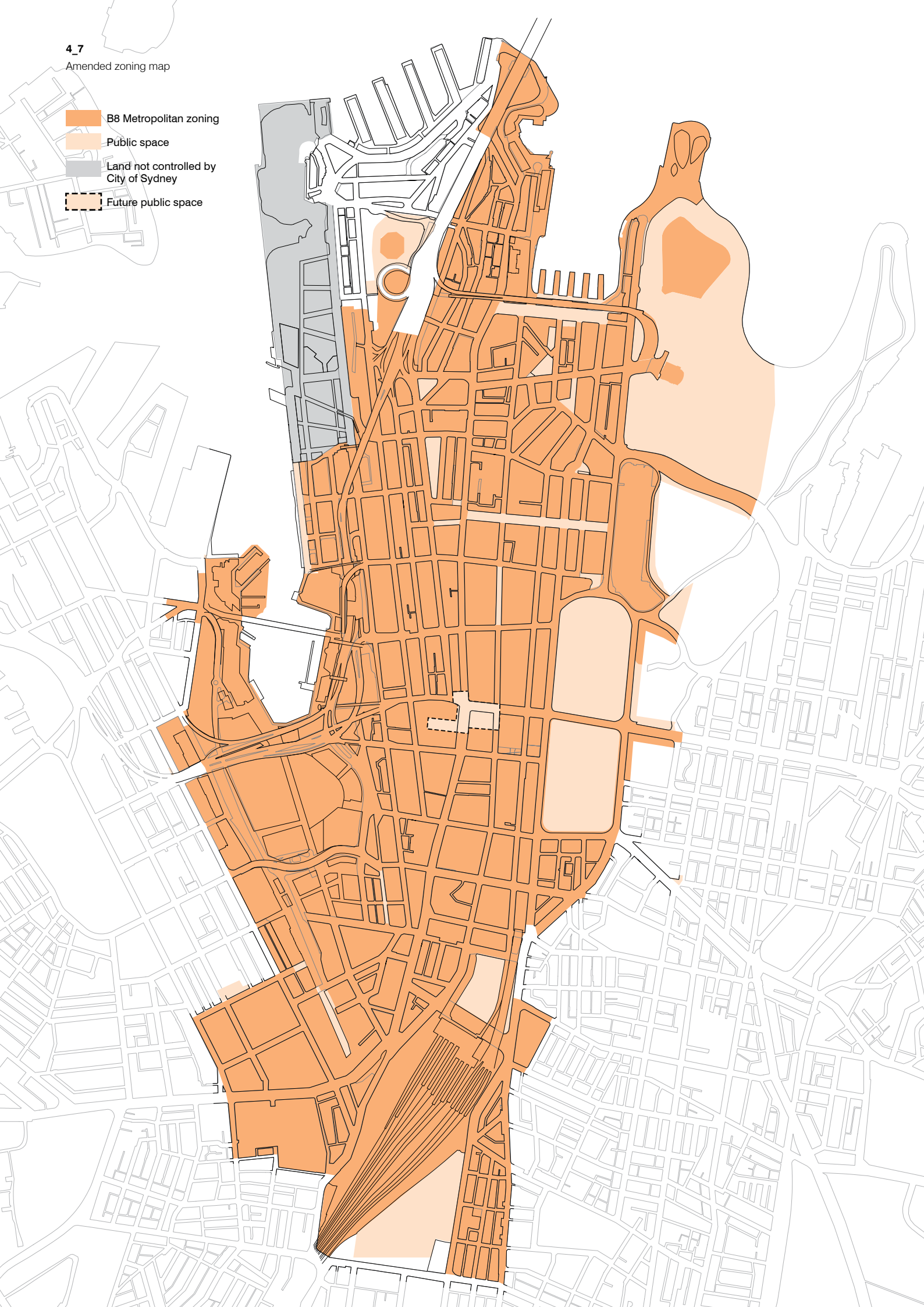
Other actions

- 1.6 Develop a monitoring program with the NSW Government to track the net growth of employment floor space, overseen by the Central Sydney Planning Committee
- 1.7 Regularly review and adjust planning controls as required to deliver the planning and land use directions of the City's Sustainable Sydney 2030, the NSW Government's A Plan for Growing Sydney and the Central Sydney Planning Strategy, including where required:
 - Lowering the maximum percentage of non-employment uses
 - Potentially requiring a percentage net increase in employment floor space on any redeveloping site
 - Precinct specific or Central Sydney wide use prohibition

4.7

Amended zoning map

-  B8 Metropolitan zoning
-  Public space
-  Land not controlled by City of Sydney
-  Future public space



02 | Density

The Strategy differentiates density controls from the City of Sydney's more generic density controls by prioritising employment floor space in Central Sydney.

Existing density controls will be revised and additional density will be permitted on a site-by-site basis through negotiated outcomes. Floor space ratio controls will continue to be a key tool used by the City of Sydney to achieve the following positive outcomes:

- **Order:** If several sites work together to pool their density across boundaries, each site can realise its maximum development potential.
- **Form:** Podium and tower forms maximise the amount of floor space and provide the best environmental outcomes. Podiums frame public space and ameliorate wind impacts; towers have self-sufficient amenity and maximise daylight to public places and streets.
- **Function:** Floor space for employment uses is a priority, and small sites that are inappropriate for employment uses provide opportunities for residential uses in areas where a residential character has been established.
- **Heritage:** Unrealised development potential can be transferred from a heritage-listed site to another site if heritage conservation works are completed.
- **Balance:** Dense cities can be the healthiest, greenest, most stimulating place for people with the least environmental footprint, but we have a shared responsibility to deliver physical, community and social infrastructure that will support increased density.

Floor Space Control

The Floor Space Ratio (FSR) control is the "base" floor space that may be achieved on all sites in Central Sydney. Expressed as a floor space permitted to site area ratio (floor space permitted:site area), the FSR across Central Sydney is predominantly 8:1, with a slightly lower base of 7.5:1 for the Southern precinct. Floor space permitted above the FSR control has historically been successfully used in Central Sydney to incentivise strategic planning outcomes.

Objectives

- To provide sufficient floor space to meet anticipated development needs for the foreseeable future
- To regulate the density of development, built form and land-use intensity and to control the generation of vehicle and pedestrian traffic
- To provide for an intensity of development that is commensurate with the capacity of existing and planned infrastructure
- To ensure that new development reflects the desired character of the locality in which it is located and minimises adverse impacts on the amenity of that locality
- To provide an equitable amount of floor space to sites in Central Sydney which will accommodate a diversity of compatible land uses
- To increase the amount of employment floor space in Central Sydney to meet expected demand
- To ensure that in Central Sydney new development complements the mixed use, predominantly commercial character of streets and surrounding public spaces

Area (refer to 4_8)	General location	FSR permitted by Floor Space Ratio Map	Accommodation Floor Space	Key Use Floor Space
City Core and Midtown 'Area 1'	Expanded City Core	8:1	4.5:1	1.5:1 hotel, motel, community uses, child care
Western Edge 'Area 2'	Existing Western Edge	8:1	2:1	1.5:1 hotel, motel, community uses, child care
Southern 'Area 3'	Chinatown and Haymarket	7.5:1	Not applicable	1.5:1 Office, business and retail premises, hotel, community uses, child care

Additional Floor Space

The Accommodation Floor Space density control represents floor space that is in addition to the Floor Space Ratio control and may only be achieved on sites if heritage floor space is allocated (purchased) from a heritage-listed site that has been awarded heritage floor space for heritage conservation works completed. Further additional floor space may be considered as an incentive if key employment-related uses are provided in developments and the form of that floor space does not negatively impact on the amenity of surrounding public places in terms of daylight access and wind impacts.

Objectives

- To provide for additional floor space to be granted as an incentive for development in Central Sydney where development promotes heritage conservation and ecologically sustainable development
- To maintain the framework for the transfer of development potential from the site of a heritage building to another site in Central Sydney
- To provide an incentive for a broad mix of uses within a single development
- To increase the amount of employment floor space in Central Sydney to meet expected demand
- To provide opportunities for additional floor space to be granted as an incentive for employment-related development, including office, business and retail premises; hotel accommodation and serviced apartments
- To provide for an intensity of development that is commensurate with the capacity of existing infrastructure
- To promote employment uses within building podiums, including cultural, social and community facilities
- To grant additional floor space where taller buildings give appropriate consideration to, and minimise their impact on, the amenity of surrounding public places in terms of daylight access and wind impacts

Priority actions for floor space

- 2.1 Amend density objectives and controls in Sydney LEP 2012 to prioritise opportunities for employment floor space
- 2.2 Include new provisions establishing ecological sustainable development minimums
- 2.3 Revise the definition of “accommodation floor space” in Sydney LEP 2012 so that it is better aligned with its role in the allocation of heritage floor space (HFS)
- 2.4 Broaden the definition of “accommodation floor space” in Sydney LEP 2012 to promote mixed use development by allowing eligibility to additional “accommodation floor space” to all land use types
- 2.5 Rationalise Floor Space Ratio Map Areas in Central Sydney so that access to additional “accommodation floor space” is equalised in the City Core and Midtown precincts

- 2.6 Remove the complexity of calculating the eligible amount of accommodation floor space in Sydney LEP 2012
- 2.7 Provide an additional incentive for key land uses that supports Central Sydney’s global city functions, such as hotel or motel accommodation, community facilities and child care centres
- 2.8 Introduce new land use mix controls in Sydney LEP 2012 that will promote the growth of employment floor space
- 2.9 Introduce new land use mix controls in Sydney LEP 2012 that manage the growth of residential and serviced apartment floor space
- 2.10 Provide an additional incentive to development within the Western Edge precinct where there are opportunities for additional capacity, by increasing eligibility for additional floor space by an amount equivalent to FSR 0.5:1
- 2.11 Ensure when determining the ability for a taller development to go beyond 55 metres in height, that those developments give appropriate consideration to, and minimise their impact on, the amenity of surrounding public places in terms of daylight access and wind impacts

Strategic Floor Space

Strategic Floor Space in the short to medium term represents floor space that exceeds the Floor Space Ratio and Additional Floor Space and may be achieved on sites by way of a site-specific planning proposal that complies with a planned guideline to preparing site-specific planning proposal requests in Central Sydney. Strategic Floor Space is limited to developments for employment uses. In the long term, the City will seek to implement this process in Sydney LEP 2012.

Introducing a defined planning pathway for additional density (and height) will increase growth opportunities for employment floor space, promote the efficient use of land, and encourage innovative design. It will unlock opportunities for the delivery of cultural, social and essential infrastructure and improved public spaces commensurate with growth. By permitting additional density, but only through a managed process, the City can ensure the sustainable supply and growth of floor space while tempering speculation and moderating land prices.

Objectives

- To provide opportunities for Strategic Floor Space on appropriate sites that serve the workforce, visitors and wider community
- To provide opportunities on Strategic Opportunity Sites for additional height where significant public benefit can be demonstrated
- To ensure planning proposals align with the aims, objectives and actions of the Central Sydney Planning Strategy
- To ensure that planning proposals have planning and architectural merit
- To ensure that planning proposals commit to achieving sustainable development above minimum requirements
- To limit Strategic Floor Space to identified strategic uses
- To provide for an intensity of development that is commensurate with the capacity of existing and planned infrastructure, particularly public transport, open space and pedestrian infrastructure
- To require sharing of planning gain resulting from changes to planning controls to fund public infrastructure delivery with consideration given to development feasibility
- To describe the City's priorities for public infrastructure needed to support growth
- To provide a transparent and consistent approach to the evaluation of planning proposals in Central Sydney
- To describe the process for preparing a planning proposal, including required supporting documentation, and the decision-making process
- To ensure no overshadowing of protected places at key times

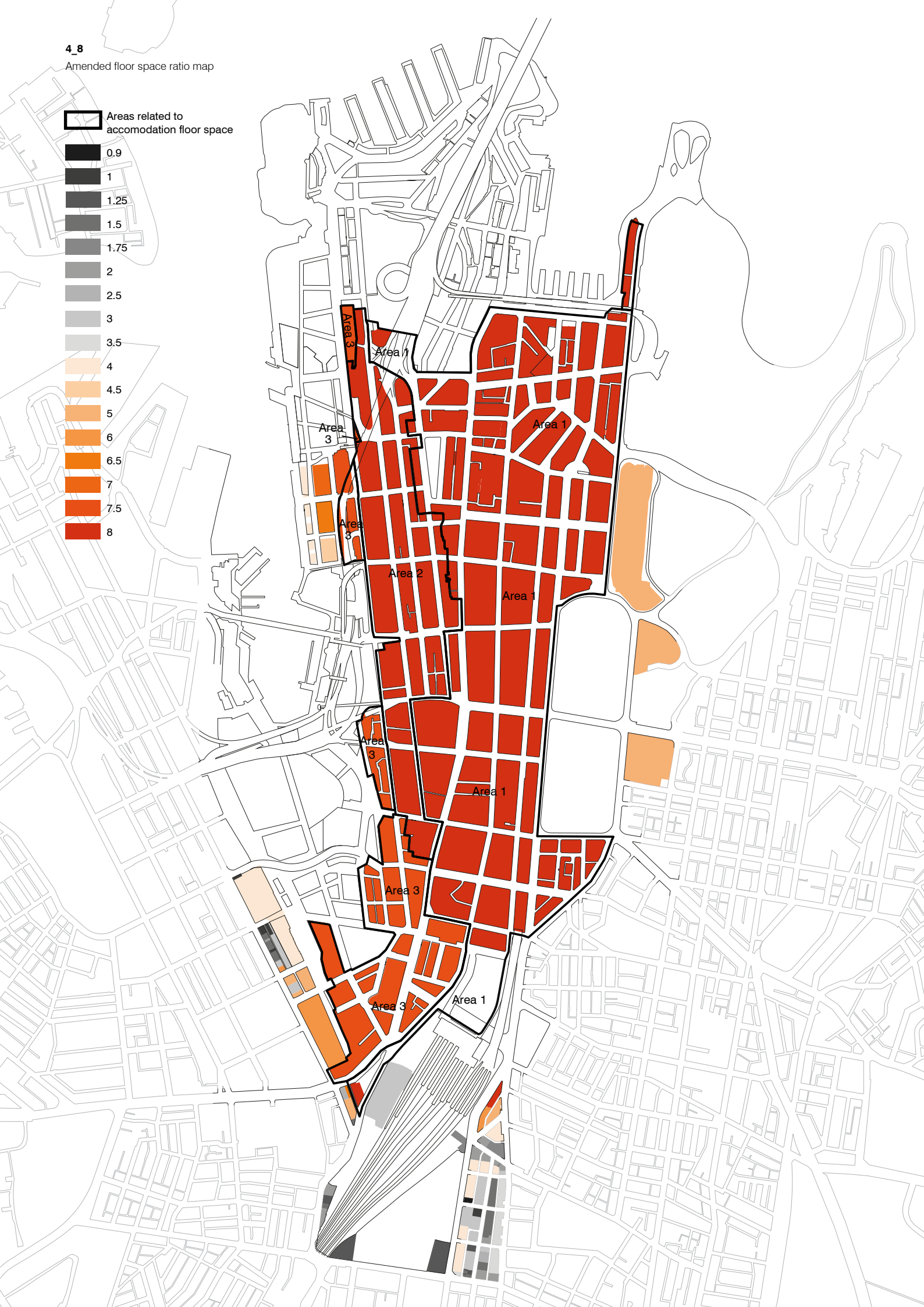
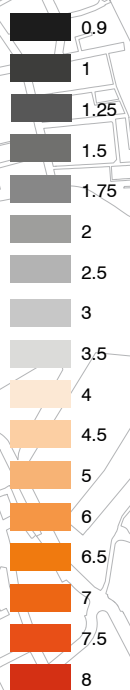
Priority actions for Strategic Floor Space

- 2.12 Prepare a guideline for site-specific planning proposal requests in Central Sydney to set a clear framework for how Strategic Floor Space can be accessed, which include compliance with solar access protection controls, setbacks and massing provisions
- 2.13 Limit access to Strategic Floor Space to strategic sites, to office premises, business premises, retail premises, hotel accommodation and community and cultural facilities
- 2.14 Ensure planning proposals that seek amendments to height and/or floor space ratio controls are for the purpose of employment development
- 2.15 Provide clear guidance and requirements for when exceptions to Sun Access Planes may be permitted that ensure No Additional Overshadowing of protected spaces at protected times
- 2.16 Describe a process for determining higher potential floor space ratios generally in accordance with the envelope to floor space efficiency considerations outlined in Appendix B. Allow an alternative method where higher floor space is determined through design testing that yields equal or better environmental performance than a complying envelope

Other actions

- 2.17 Explore opportunities for innovative floor space transfer mechanisms in Central Sydney for developments that will increase employment floor space of Central Sydney
- 2.18 Prepare a framework for the transfer of unrealised commercial floor space potential from sites constrained by sun access planes from sites providing significant open space to unconstrained sites
- 2.19 Consider a streamlined pathway for planning proposals that transfer floor space between sites for employment-related development
- 2.20 Prepare a heritage floor space strategy for The Rocks and Darling Harbour
- 2.21 Work with the NSW Government to fully implement access to Strategic Floor Space in Sydney LEP 2012

Areas related to accommodation floor space



03 | Height

The Strategy's approach to height controls is based on the key principle of creating a liveable city. Central Sydney's parks, streets and precincts together play a key role in making Sydney a highly liveable city, so protecting their sunlight access is of key importance.

In Central Sydney, tall buildings are defined as those higher than 55 metres above ground. They perform a different role to street wall buildings and can have a significant impact on environmental conditions.

The Strategy provides opportunities for tall buildings to be built to greater height on appropriate sites where they will not overshadow protected spaces. They will include specific controls to manage their impacts and ensure they are efficient, self-sufficient and align with the strategic objectives for land use and density in Central Sydney. Some areas within Central Sydney are unsuitable for tall buildings such as those with narrow street blocks, close to significant public places or with heritage considerations.

Shorter buildings can act as light wells, provide better amenity in local areas of the public domain, and create outlook and views for nearby taller buildings. They can balance areas of more intensive development providing light and air.

Objectives

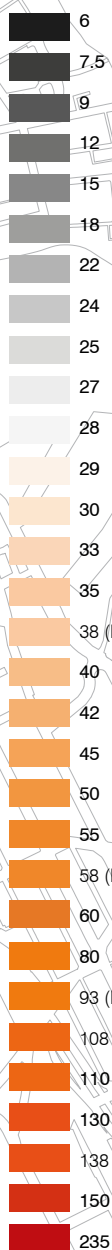
- To protect and improve sunlight to important public parks and places throughout the year, during periods in the day when they are most used
- To provide opportunities for additional height on building sites that increase the floor space available for employment uses where they do not overshadow protected spaces
- To protect the character and amenity of public places and streets
- To manage wind effects in public places and streets
- To moderate heights on sensitive sites and areas, such as sites with heritage buildings and within Special Character Areas
- To preserve the heritage values of The Rocks, Millers Point and Chinatown
- To preserve the setting of the Harbour Bridge and Sydney Opera House
- To provide adequate internal amenity for the occupants of towers and neighbouring buildings by promoting:
 - The free movement of air around towers
 - Sunlight to the sides and rear of towers
- To maintain adequate clearance for air navigational activity over and around Central Sydney
- To ensure building towers and their podiums are an appropriate scale and with a mix of land uses that are suitable for the context of a Global City
- To ensure tall buildings do not obstruct important public views
- To ensure that new development is not impeded by the preservation of private views
- To provide podiums that contribute positively to the street wall, defining the public domain at an appropriate scale, and provide active frontages and fine-grain retail activity

Priority actions

- 3.1 Strengthen controls in Sydney LEP 2012 to ensure that tall buildings are suited to their site size and context
- 3.2 Strengthen controls in Sydney LEP 2012 to ensure that tall buildings do not adversely impact the amenity of the City's streets, parks and public spaces
- 3.3 Limit the height of buildings to 55 metres on sites smaller than 1,000 square metres
- 3.4 Provide for an increase in height for some sites along the Western Edge from 80 metres to 110 metres
- 3.5 Strengthen controls in Sydney LEP 2012 to ensure that outlook is protected within the boundaries of a site, rather than private views
- 3.6 Link building heights to setbacks and outlook
- 3.7 Prepare a Height Control Framework which consists of a series of the following building height "overlays" to determine potential building heights in addition to the height controls map
 - Sun Protection Controls (Sun Access Planes and No Additional Overshadowing Controls)
 - Special Character Area Controls
 - View Corridor Controls
 - Heritage Controls
 - Street Frontage Height, Setback and Massing Controls
 - Airports restrictions
- 3.8 Prepare a guideline to allow additional height for employment-related development where there is no additional overshadowing of protected places

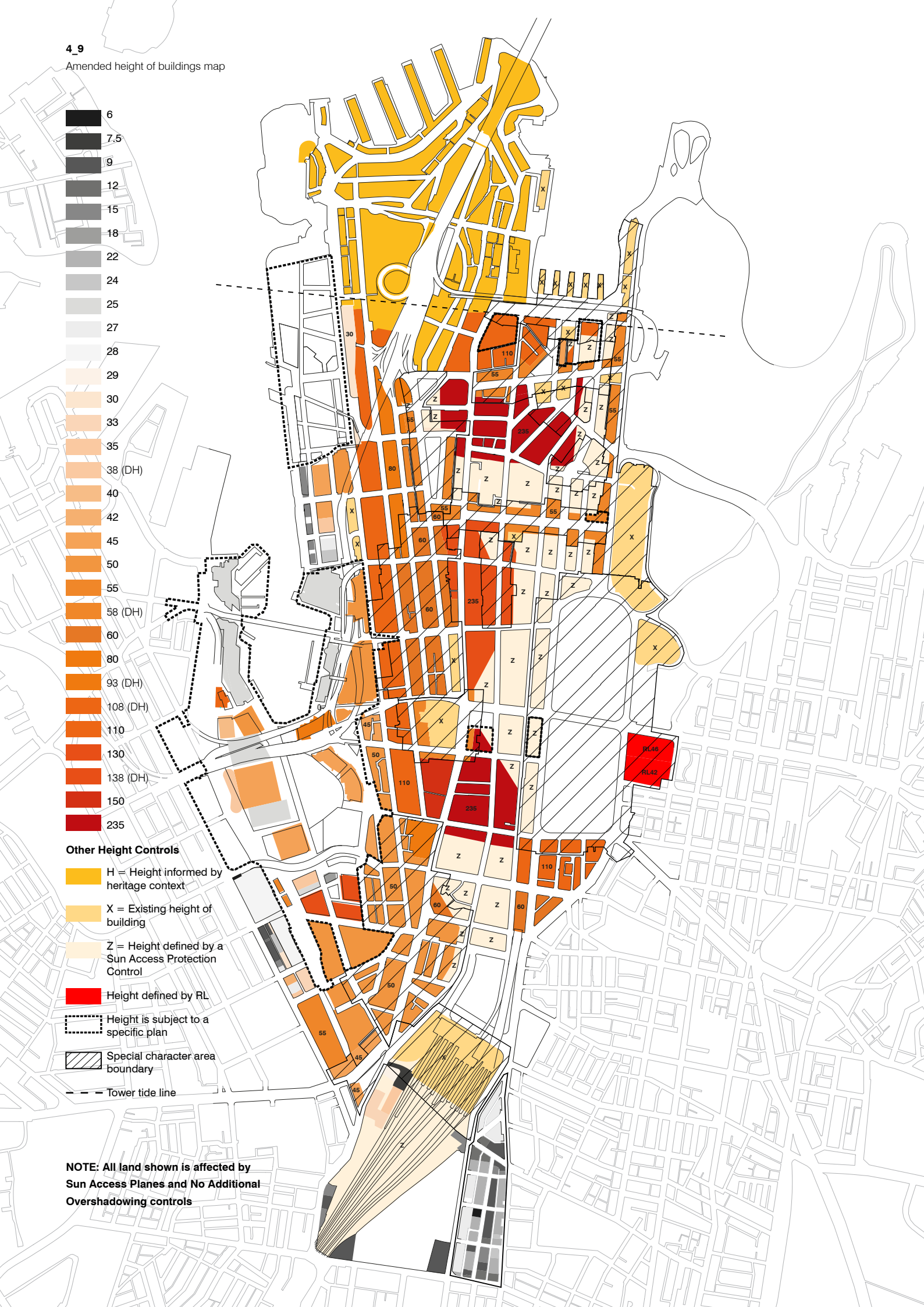
Other actions

- 3.9 Develop publicly accessible digital tools for determining the permissible maximum building height on land where development may cause additional overshadowing to an identified protected park or place

**Other Height Controls**

- H = Height informed by heritage context
- X = Existing height of building
- Z = Height defined by a Sun Access Protection Control
- Height defined by RL
- Height is subject to a specific plan
- Special character area boundary
- Tower tide line

NOTE: All land shown is affected by Sun Access Planes and No Additional Overshadowing controls



04 | Sun protection controls

Two control mechanisms limit heights in Central Sydney to protect sunlight access to important public parks and places. They are Sun Access Planes (SAP) and No Additional Overshadowing to Certain Public Places Controls (NAO). These are the most important height controls that apply to Central Sydney.

SAP and NAO controls establish both dates and time periods to protect spaces. Generally, the times for protection are in the middle of the day when the majority of use occurs and the space is most valued by its users.

Direct sunlight access to important parks and places is important throughout the year. The dates used to generate these controls are set at the most conservative sun angles, which ensures protection throughout the remainder of the year when the sun is higher in the sky.

The dates and times of protection vary for each place according to the type of activities occurring in that place that benefits from sunlight, when those activities are likely to occur, and existing levels of sunlight and overshadowing.

Sun Access Planes

Sun Access Planes are an arrangement of planar surfaces that is set at the same angle as the sun at specific dates and times and sets the upper building height. Different Sun Access Planes protect a range of public places throughout Central Sydney.

Objectives

- To protect and improve sunlight to important public parks and places throughout the year, and during periods in the day when they are most used
- To ensure the healthy growth of trees, grass and other vegetation
- To ensure that all parks and places potentially overshadowed by tall buildings in Central Sydney are protected by Sun Access Planes, including parks that may lie outside the Central Sydney boundary
- To protect sunlight to parks on the eastern edge of the city through the morning and midday period
- To protect sunlight to parks on the western edge of the city from midday through to the afternoon
- To ensure that sunlight to new and planned future important public parks and places are protected by Sun Access Planes or No Additional Overshadowing Controls

Priority actions: Sun Access Planes

- 4.1 Revise and update Sun Access Plane controls in Sydney LEP 2012 to improve accuracy and levels of protection of important public places
- 4.2 Introduce controls in Sydney LEP 2012 that will protect significant, new and planned public places that require protection as Central Sydney grows
- 4.3 Remove the “Category A/B” system from Sydney LEP 2012 which allows exceptions to Sun Access Planes
- 4.4 Revise controls in Sydney LEP 2012 to ensure that the following important parks and places are protected by Sun Access Planes with the intended periods of protection, at the dates and times listed (refer to 4_16)

Other actions

- 4.5 Implement new controls to manage breaks to Sun Access Planes
- 4.6 Consider additional of sun access planes in Sydney LEP 2012 to define upper height limits on sites where Strategic Floor Space is available (refer to 4_17)

No Additional Overshadowing

No Additional Overshadowing controls protect the existing sunlight to public places already surrounded by tall development. In contrast to Sun Access Planes, No Additional Overshadowing controls preserve sunlight that passes through gaps between buildings to reach public spaces.

Objectives

- To protect and maintain sunlight to valued public places that are primarily used as areas for passive recreation by the workforce, visitors and the wider community

Priority actions

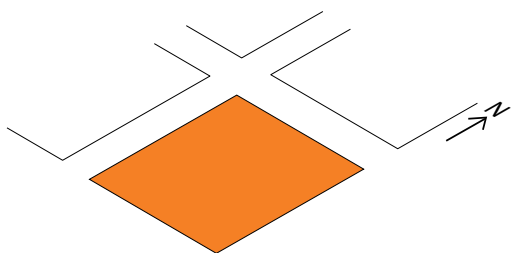
- 4.7 Protect significant, new and planned public places that require protection as Central Sydney grows
- 4.8 Continue to protect important public places subject to No Additional Overshadowing controls in Sydney LEP 2012 except in cases where the controls provide negligible benefit
- 4.9 Include provisions in Sydney LEP 2012 to ensure that the following important public places are protected by No Additional Overshadowing controls during the dates and times listed (refer to 4_19)

Other actions

- 4.10 Consider the addition of the following important public places to be protected by NAO controls all year and at all times (refer to 4_20)

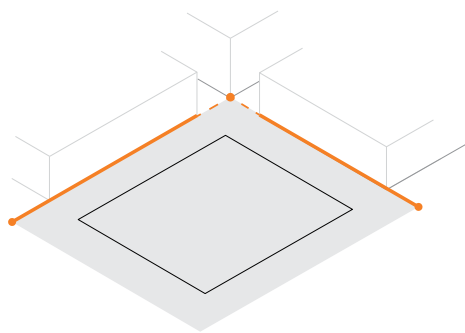
4_10

Step 1 – The extent of the space to be protected is defined



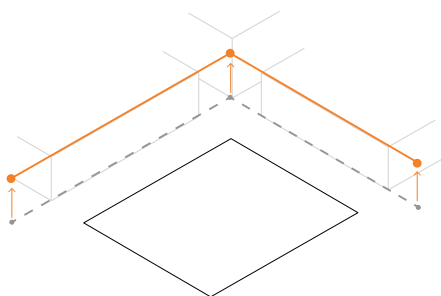
4_11

Step 2 – Alignment of base edge established as a continuous line



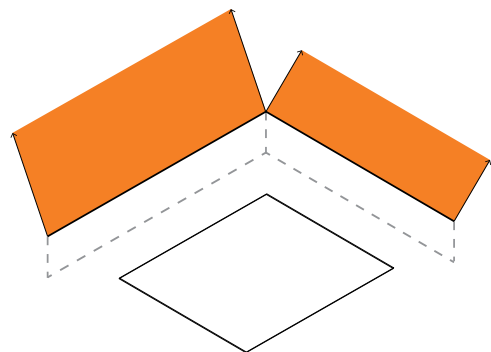
4_12

Step 3 – The base edge is elevated



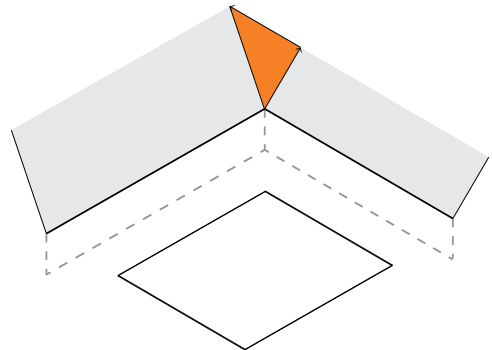
4_13

Step 4 – The base edge is projected at the appropriate solar altitude and azimuth angles to create a plane



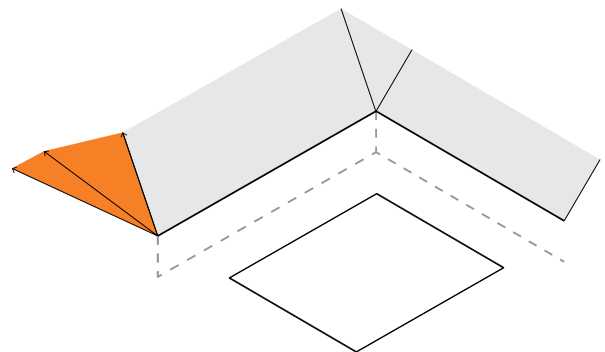
4_14

Step 5 – Triangular plane created to generate a fully connected SAP



4_15

Step 6 – Equinox and solstice “tails” are added



4_16

Periods of protection, times and dates of Sun Access Planes

All times are solar times

No.	Park or Place	Intended period of protection	Intended times of protection	Appendix M Reference
1	The Royal Botanic Gardens	All year	9am–2pm	M_01
2	The Domain	All year	9am–2pm	M_02
3	Wynyard Park	All year	12pm–2pm	M_03
4	Lang Park	All year	12pm–2pm	M_04
5	Hyde Park	All year	10am–2pm	M_05 and M_06
6	Belmore Park	All year	10am–2pm	M_07
7	Prince Alfred Park	All year	10am–2pm	M_08 and M_09
8	Harmony Park	All year	10am–2pm	M_10
9	Macquarie Place	Outside the winter months	10am–12pm	M_12
10	Martin Place	Outside the winter months	12pm–2pm	M_13

4_17

Periods of protection, additional Sun Access Planes

All times are solar times

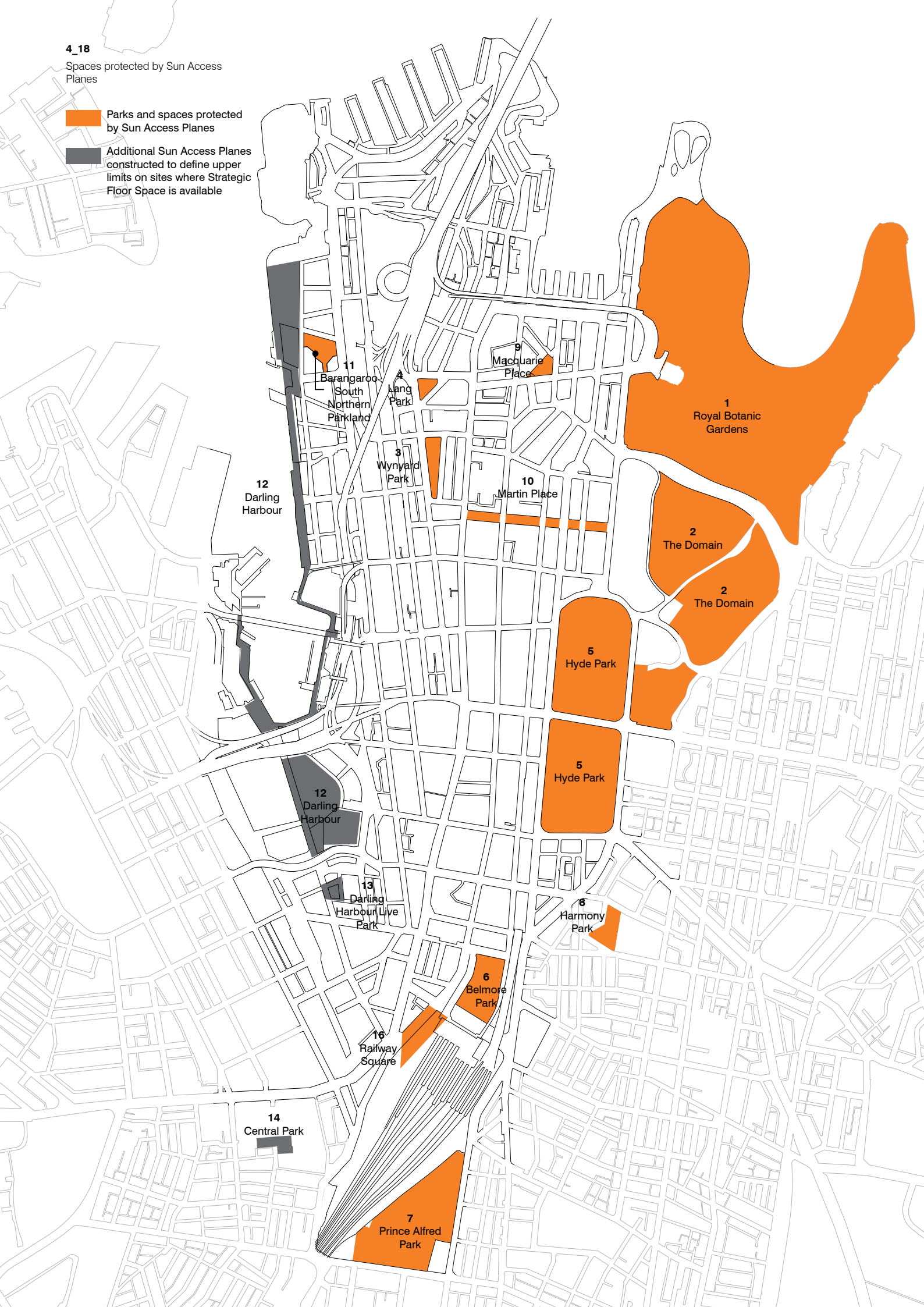
Additional Sun Access Planes constructed to define upper height limits on sites where Strategic Floor Space is available:

No.	Park or Place	Intended period of protection	Intended times of protection	Appendix M Reference
11	Barangaroo South “Northern parkland”	All year	12pm–2pm	M_14
12	Darling Harbour	All year	11am–5pm	M_15
13	Darling Harbour Live Park	All year	12pm–2pm	M_16
14	Central Park	All year	12pm–2pm	M_17
15	Railway Square	All year	11am–12pm	M_18

4_18

Spaces protected by Sun Access Planes

- Parks and spaces protected by Sun Access Planes
- Additional Sun Access Planes constructed to define upper limits on sites where Strategic Floor Space is available



4_19

Times and Dates for No Additional Overshadowing Protected Spaces

All times are solar times

No.	Park or place	Intended period of protection	Intended times of protection	Appendix M Reference
1	Macquarie Place	14 April–31 August	10am–2pm	M_27
2	Martin Place (block containing the GPO)	14 April–31 August	12pm–2pm	M_28
3	Pitt Street Mall	14 April–31 August	10am–2pm	M_29
4	Australia Square	14 April–31 August	12pm–2pm	M_30
5	First Government House Place	14 April–31 August	10am–2pm	M_31
6	Sydney Town Hall Steps	14 April–31 August	10.30am–4pm	M_32
7	Sydney Square	14 April–31 August	11am–4pm	M_33
8	Future Town Hall Square	All year	12pm–sunset	M_34

4_20

Times and Dates for No Additional Overshadowing Protected Places

All times are solar times

Additional NAO protected places:

No.	Park or place	Intended period of protection	Intended times of protection	Appendix M Reference
9	Observatory Hill	All year	At all times	–
10	Barangaroo Headland Park	All year	At all times	–
11	Circular Quay (including Bennelong Point to Dawes Point)	All year	At all times	–
12	Walsh Bay Promenade	All year	At all times	–

4.21

Spaces protected by No Additional Overshadowing Controls

NAO Protected Space

Additional Sun Access Planes constructed to define upper limits on sites where Strategic Floor Space is available

10
Barangaroo
Headland Park

12
Walsh Bay
Promenade

9
Observatory
Hill

11
Northern
Foreshore
(Dawes Point to
Bennelong
Point)

Macquarie
Place

5
First Government
House Place

4
Australia
Square

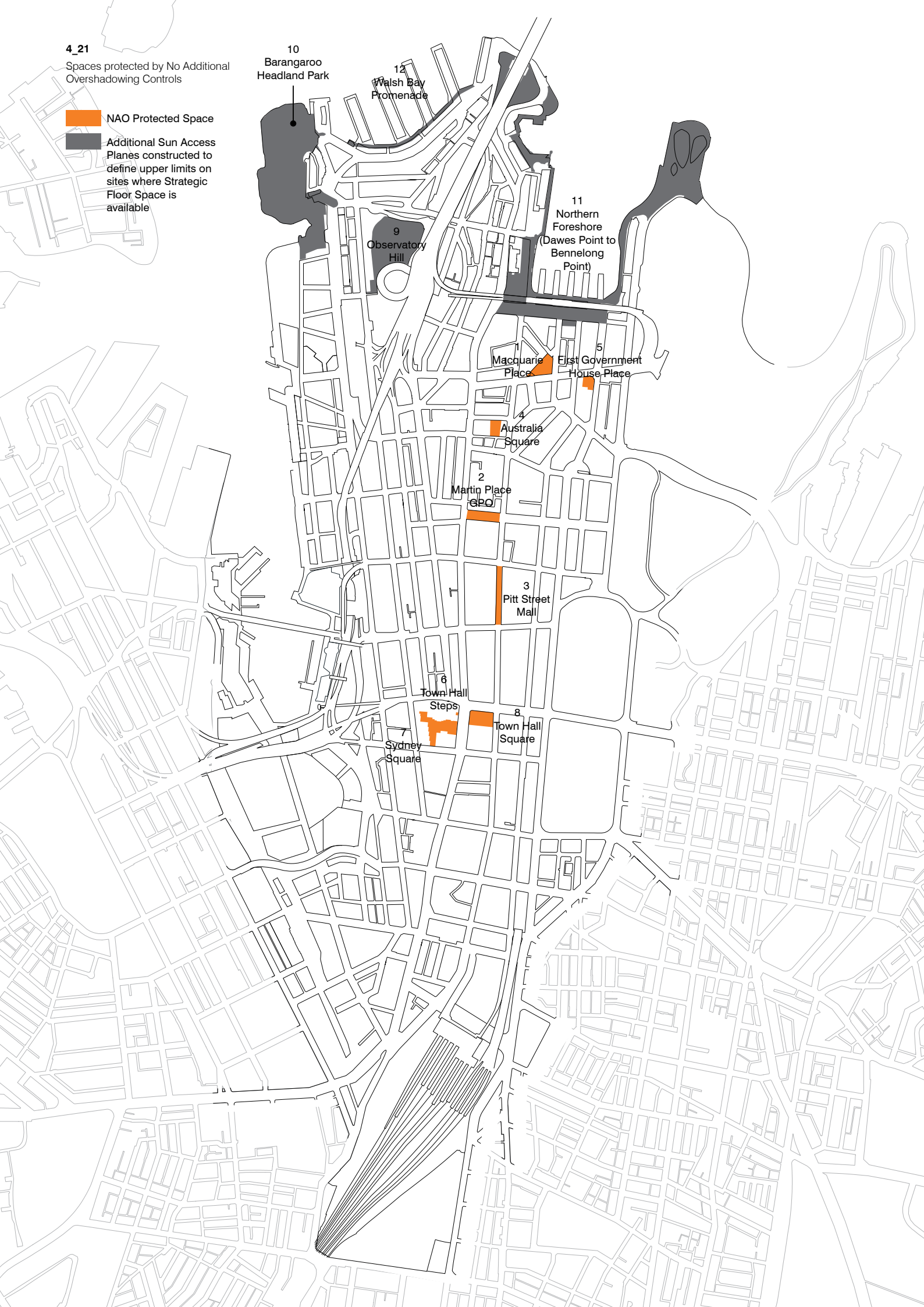
2
Martin Place
GPO

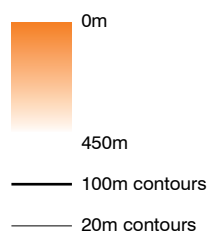
3
Pitt Street
Mall

6
Town Hall
Steps

7
Sydney
Square

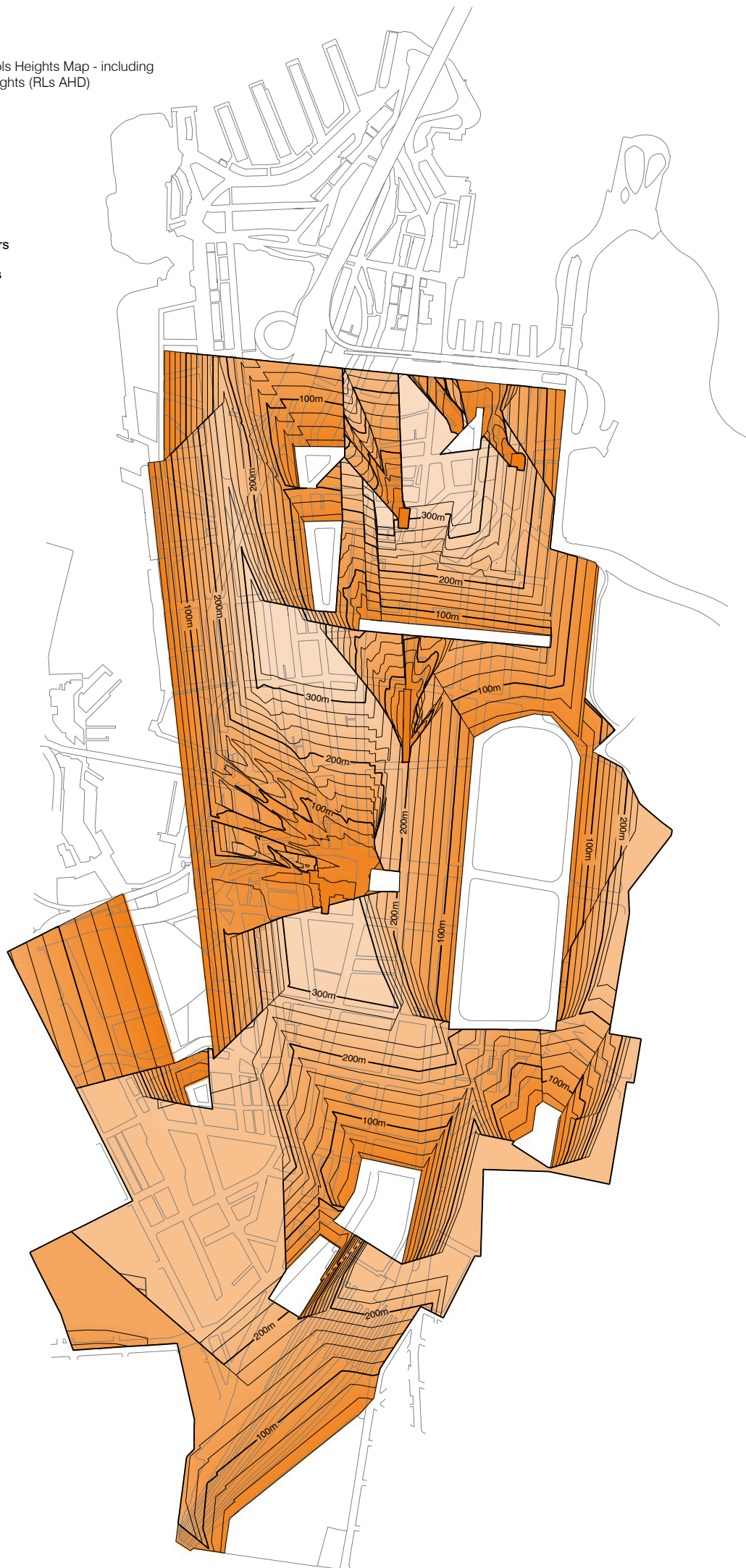
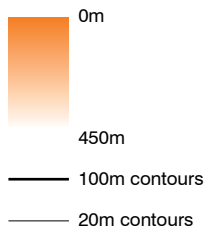
8
Town Hall
Square





4_23

Sun Protection Controls Heights Map - including
Airport PANS OPS heights (RLs AHD)



05 | Public views

There are a number of key views within Central Sydney, to and through parks and other well-used public spaces, that help define Sydney. Examples of significant views include:

- Views toward Central Station clock tower: These are significant due to the tower's historically physical prominence in the city's landscape.
- Views along Martin Place: These are important due to Martin Place's significance as a gathering place.
- Views to and from Observatory Hill: These are significant due to Observatory Hill's strategic role in the city's history, in milling, defence, communications, astronomy and time keeping. These functions have required the surrounding views and visual alignments to remain open. Observatory Hill's physical prominence relative to city development should be maintained.

New development must be designed to make a positive contribution to the characteristics and composition of designated public views. These public views should be preserved and have priority over private views.

Objectives

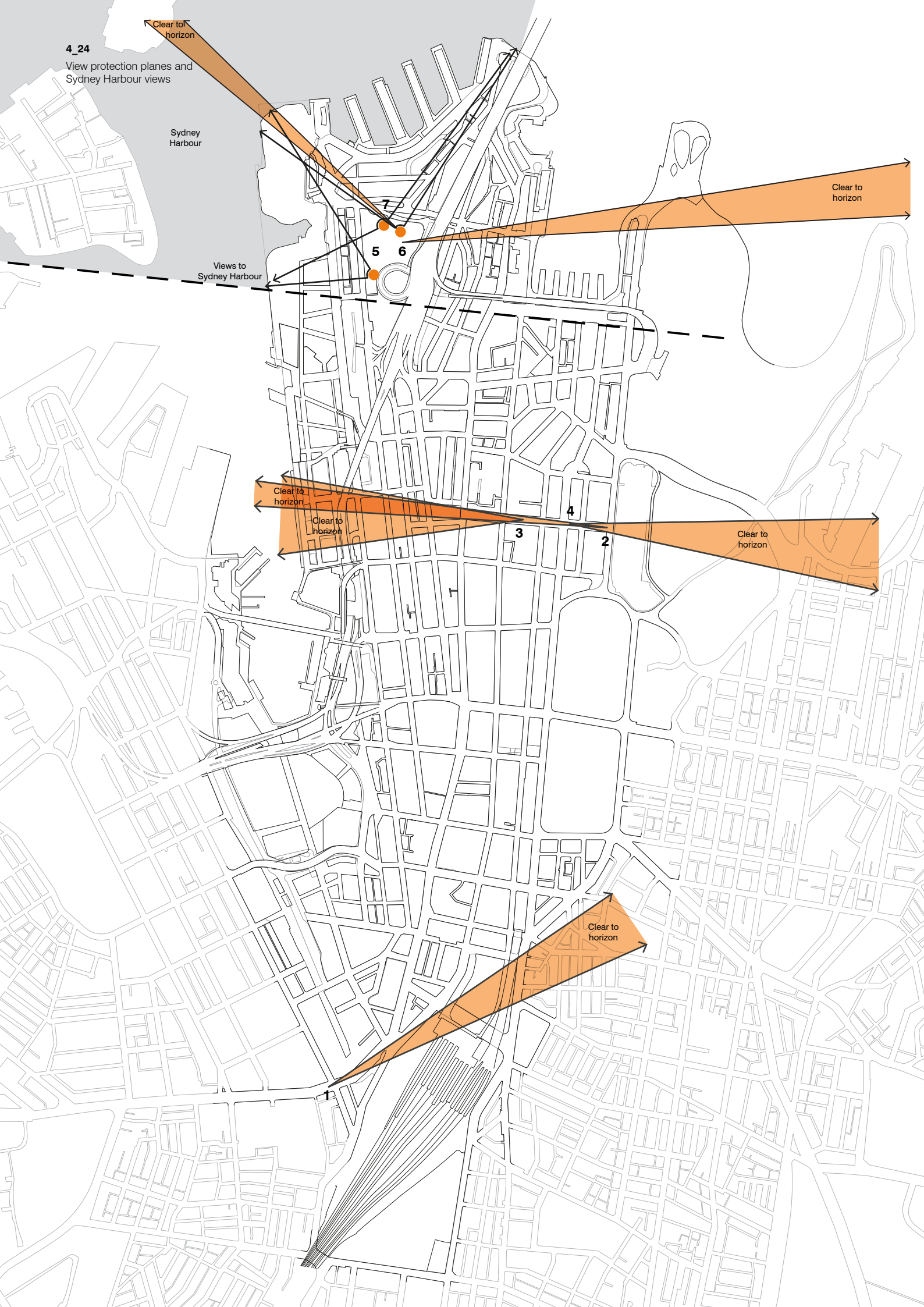
- To identify and preserve significant views from public places

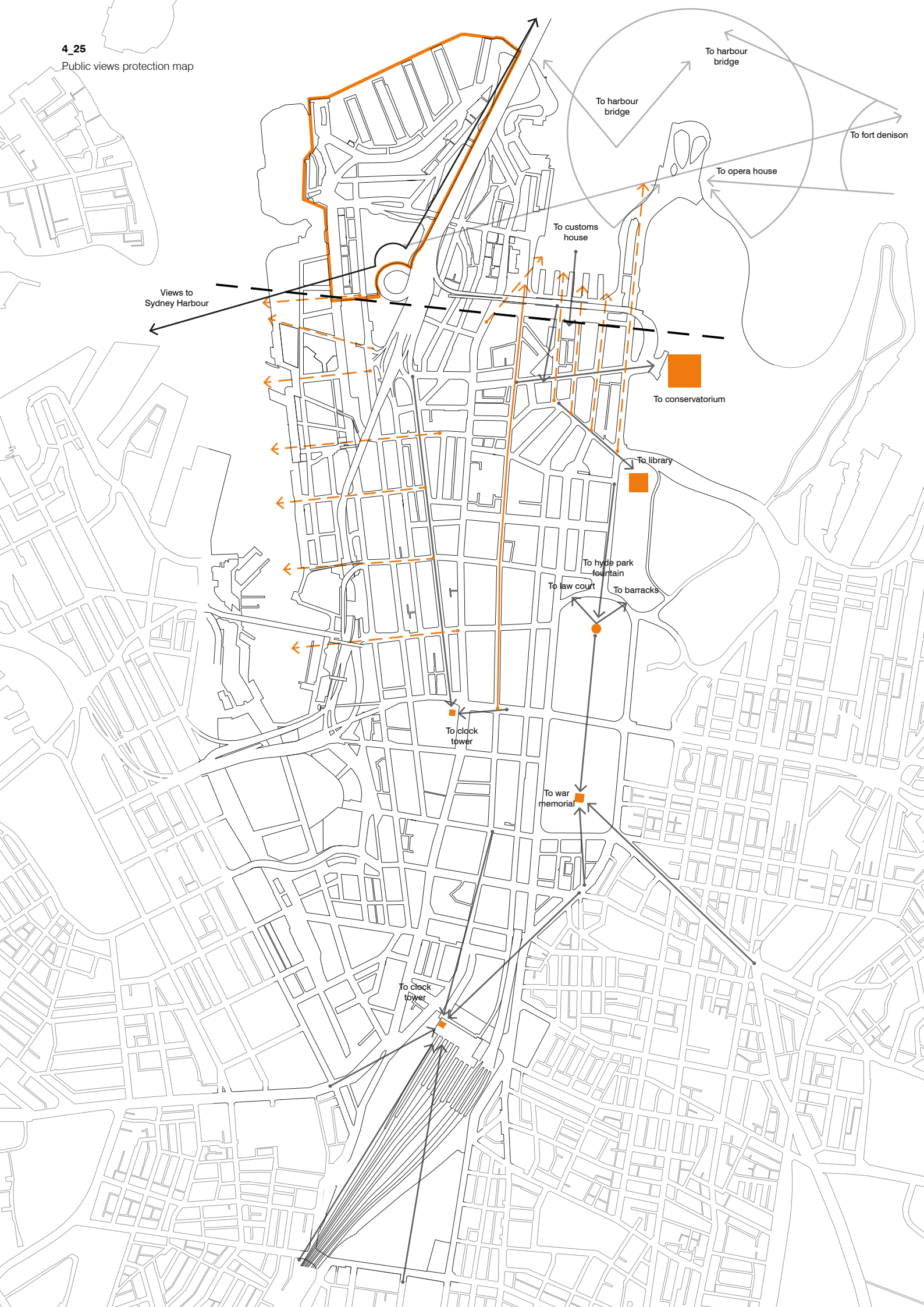
Priority Action

- 5.1 Identify and map significant views from public places and construct view planes to preserve and protect the following views:
 1. View and silhouette of Central Station Clock Tower
 2. View of western sky looking from Martin Place
 3. View and silhouette of Sydney GPO clock tower looking from Martin Place
 4. View and silhouette of Sydney Hospital looking from Martin Place
 5. View of the harbour from Observatory Hill
 6. View of Macquarie Lighthouse looking from Observatory Hill
 7. View of the horizon between Thompson's Corner and Observatory Park, Pennant Hills, looking from Observatory Hill
- 5.2 Identify public views along streets and require development to respond positively as a backdrop to them
- 5.3 Encourage opening new views from the city to Sydney Harbour and foreshore

4_24

View protection planes and
Sydney Harbour views





06 | Design excellence

Competitive design processes and the concept of design excellence are already well-established in Central Sydney. Central Sydney is a very complex and intensely developed environment. In this context, highly integrated analysis is necessary to deliver the highest standard of architectural, urban and landscape design.

As development projects become more complex, design approaches to problem solving provide a systematic way to understand and manage these high levels of complexity. More integrated design approaches to design excellence will be necessary as Central Sydney continues to grow.

Objectives

- To strengthen the City of Sydney's competitive design processes
- To deliver projects that achieve the highest standard of design excellence
- To ensure that planning, urban design, architecture, landscape architecture, infrastructure, the public domain, landscape, utility and aesthetics are all key determinants of design excellence and have input into the design process from the initial feasibility/master planning phase through to project completion
- To recognise that design excellence requires a creative, iterative and multidisciplinary approach
- To ensure that the design excellence process provides outcomes that balance public and private interests
- To ensure the sum of design excellence outcomes creates an environment to support the most liveable, diverse, vibrant and sustainable city for its people
- To increase awareness of the value of good design
- To support the development of professional capability to deliver design excellence
- To support the long-term economic sustainability of the professions that deliver design excellence
- To drive continual improvement in design outcomes
- To ensure developments are delivered and maintained to approved design excellence standards
- To maintain and uphold the highest quality of jury expertise

Priority actions

- 6.1 Encourage a design-led iterative process between Proponent and Consent Authority to be used to maximise strategic floor space prior to the lodgement of a Planning Proposal
- 6.2 Establish a prequalified list of highly experienced jurors to judge significant sites
- 6.3 Ensure the highest level of design skill is leveraged through the competitive process for sites in Central Sydney
- 6.4 Encourage a co-operative process between Proponent and Consent Authority post-competition for sites where very complex and/or unusually technical constraints require an integrated approach

- 6.5 Enhance the design integrity requirements to ensure the design excellence qualities of the winning scheme are maintained or improved on throughout design development, application lodgement, application amendments and completion of the project

Other actions

- 6.6 Encourage use of design processes and options testing in early stages of strategic planning and master planning prior to the lodgement of a detailed Development Application or Planning Proposal
- 6.7 Celebrate excellent design outcomes to build public dialogue and awareness of the value of design by encouraging:
 - Public talks
 - Exhibitions and the publishing of design competition processes and outcomes
 - The establishment of awards for best design competition outcomes
- 6.8 Collaborate and leverage shared resources with industry bodies to disseminate a consistent understanding of design excellence, to include the Australian Institute of Architects, the Australian Institute of Landscape Architects, the Planning Institute of Australia and the Property Council of Australia
- 6.9 Encourage industry bodies to initiate professional development courses focused on design excellence processes to build the capability of future competition participants
- 6.10 Implement processes that ensure developments are delivered and maintained to approved design excellence standards
- 6.11 Review the City's Competitive Design Policy periodically to ensure continuous process innovation and improvement
- 6.12 Establish and uphold a consistent understanding of design excellence across Local and State Government to ensure consistency and integration across the two tiers of government
- 6.13 Lend support in streamlining competition management processes by sharing knowledge and providing guidelines and template systems
- 6.14 Support research on design excellence and knowledge sharing between research institutions and industry bodies
- 6.15 Sustain and expand the field of registered architects participating in competitions to achieve better outcomes through various processes including encouraging the use of open competitions and encouraging partnerships between emerging design practices and established firms
- 6.16 Develop criteria for determining significant sites requiring a prequalified jury

07 | General built form controls

The predominant typology of Central Sydney's built form is a consistent street wall, with tall buildings and towers set back above the street wall. This configuration manages impacts on the amenity of the public domain and surrounding development. Elements will perform in the following ways:

- **A tower** that is set back from its site boundaries and sits on a building podium creates a space around it that provides light and air into the street
- **A building podium** maintains definition of the street at a reasonable scale while managing the climatic effects of tall buildings including downdrafts, wind funnelling, reducing daylight and overshadowing
- **Street walls** establish areas of special character throughout Central Sydney as a result of variations in their scale and articulation
- **Heritage items** create space between towers that allow more sunlight, daylight and air to reach the street

Issues of scale, daylight, wind and character arising from tall buildings can be managed by controlling:

- Street frontage heights
- Setbacks
- Building separations
- Maximum tower area and dimensions

Objectives

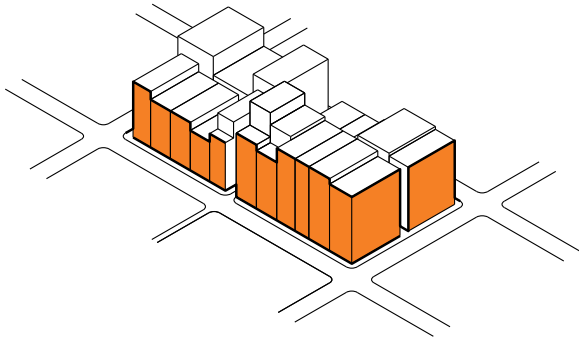
- To maintain daylight and sunlight in streets, lanes and public places
- To manage the wind impacts of development on streets, lanes and public places so that they are safe and comfortable for people
- To allow air movement to disperse pollution and to cool streets, lanes and public places
- To ensure that occupants of tall buildings have access to daylight and outlook by providing good separation from site boundaries (and surrounding buildings as a result)
- To ensure small sites that are unable to provide setbacks do not develop as towers
- To establish street wall heights in Central Sydney appropriate to context and location
- To ensure that tall buildings are designed to be seen from all sides
- To promote streets and laneways as important public places
- To ensure adequate setbacks, separations and articulation are provided to maintain a layered edge of towers on the perimeter of Central Sydney

Priority actions

- 7.1 Stipulate street frontage heights, street setbacks, and side and rear setbacks to ensure that tall buildings develop as a tower on a podium form ensuring amenity in public places
- 7.2 Incorporate a system for variation to street frontage height and street frontage setback controls to allow a reasonable amount of flexibility while maintaining amenity in public places
- 7.3 Set minimum outlook controls
- 7.4 Maintain light and air by generally not allowing, and in special circumstances, carefully managing, the development of tall buildings over heritage items

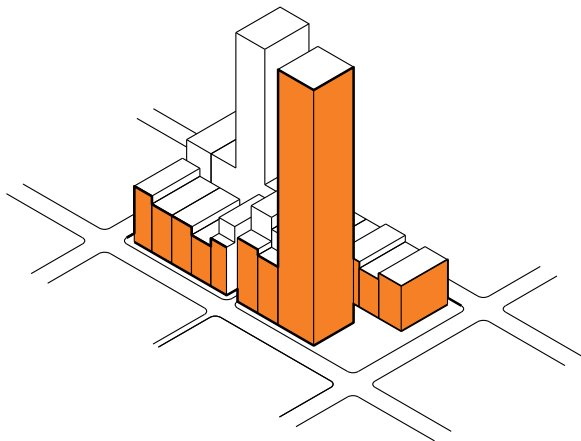
4_26

Historical street wall pattern of development



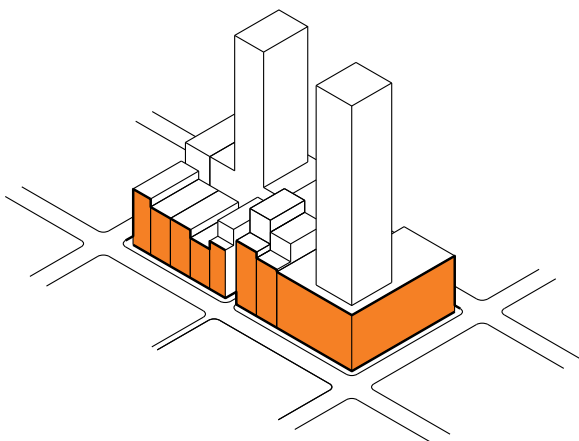
4_27

Example of tower form without podium (typical of the Modern period)



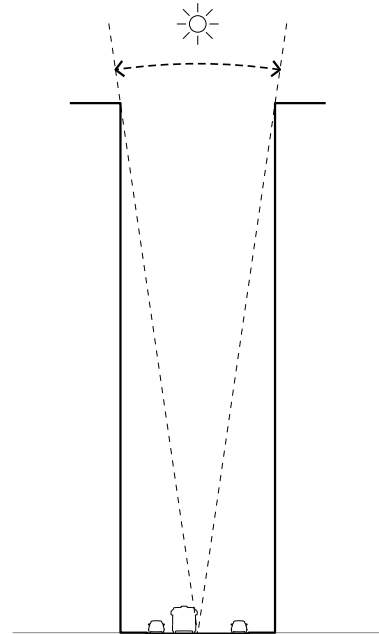
4_28

Preferred tower and podium typology



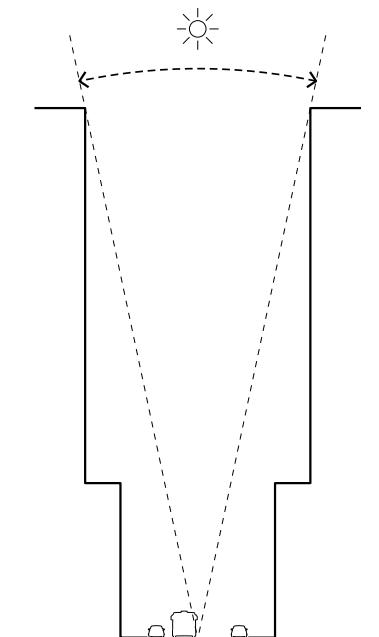
4_29

Tower building with no streetwall setback results in limited sky view



4_30

Tower setback from podium streetwall increases sky view



08 | Street frontage height and street setbacks

Street frontage height and street setbacks influence public amenity and contribute to the enjoyment of Central Sydney's public places.

Objectives

- To define streets in Central Sydney with consistent building edges at the street frontage to an appropriate height that provides a comfortable scale, interesting character, and environmental safety for pedestrians
- To recognise the variety and patterns of street wall heights throughout Central Sydney
- To link street frontage heights to building height
- To ensure that buildings address and define laneways consistent with their special character
- To provide setbacks above the street frontage to promote good primary separation between towers across streets, and maintain daylight, views to the sky and a sense of openness in the street
- To promote visually interesting street wall facades
- To protect long, low views of open sky and landmark features

Priority actions

- 8.1 Ensure new development is consistent with street frontage height and street setback provisions
- 8.2 Provide clear, measurable tests for the variation of street frontage height and street setback controls

Other actions

- 8.3 Ensure street frontage heights of new development respond to Special Character Areas and overall building height and width of adjacent streets and lanes (refer to 4_31)
- 8.4 Maintain street setbacks of 8m for all streets and lanes and ensure setbacks extend for the full height of the building above the street wall and are fully open to the sky, without any obstruction
- 8.5 Allow variation to street setbacks based on an encroachment within the middle third of the frontage and compensating recess framework or through modelling of equivalent daylight and wind conditions in the public domain

09 | Side and rear setbacks, separation and outlook

Setback and separation between tall buildings allows for sunlight in public places and for ventilation of city streets. Providing outlook for future occupants provides for future occupant amenity and ensures developments do not borrow amenity from adjoining sites.

Objectives

- To ensure tower forms are appropriately set back from side and rear boundaries to:
 - Allow sufficient light and air into the street
 - Provide outlook to building occupants
 - Provide definition to building podiums
 - Ensure that tower forms appear “in the round”
- To ensure self-sufficiency of towers so that they have enough space around them to provide for light, air and outlook entirely within the site area
- To avoid the appearance of a contiguous “wall of towers”, where groups of tall buildings appear as one solid mass
- To promote separate building forms that create a layered visual effect when viewed from a distance

Priority actions

- 9.1 Ensure new development is consistent with side and rear setback provisions
- 9.2 Ensure new development is consistent with outlook provisions
- 9.3 Ensure provisions are consistent with SEPP 65 and Apartment Design Guide requirements for residential apartment and serviced apartment buildings

Other actions

- 9.4 Ensure side and rear setbacks provided within the site boundaries are not less than 3.33 per cent of the height of the building or 4m, whichever is greater, to a maximum of 8m to provide light and air to public places. The required setback should be consistent for the full height of the building above the street frontage height (refer to 4_31)
- 9.5 Allow variation to side and rear setbacks through modelling of equivalent daylight and wind conditions in the public domain
- 9.6 Ensure all windows and balconies have sufficient outlook provided within the site boundaries and adjacent public places generally within a 90-degree conical field extending from the window/balcony with the following minimum dimensions (refer to 4_32)
- 9.7 Side and rear setbacks and outlook are measured from the site boundary and do not include easements, setbacks or heritage items on adjacent sites

4_31

Street Frontage Height

Ensure street frontage heights of new development respond to overall building height and width of adjacent streets and lanes

Range of Street Frontage Heights	Proposed total height of building		
	Up to 55m	Greater than 55m up to 120m	Greater than 120m
Frontage to a street	20–35m* Or 20–45m for street block corner sites less than 1000m ²	20–35m*	20–25m*
Frontage to a lane	20–45m	20–45m	20–25m*

* Allow street frontage height to increase up to 45m for some classes of buildings to accommodate commercial floor space

4_32

Outlook

Ensure all windows and balconies have sufficient outlook provided within the site boundaries and adjacent public places generally within a 90-degree conical field extending from the window/balcony with the following minimum dimensions

Minimum Outlook Field depths		Window or balcony height above ground				
		Up to 12m	> 12 up to 25m	> 25 up to 45m	> 45m up to 120m	> 120m
Residential, serviced apartments and other forms of self-contained accommodation	Primary windows to living spaces and associated balconies	6m	9m	12m		
	Other windows or balconies	6m		9m		
All other forms of accommodation (e.g. non self-contained hotel rooms)	All windows and balconies	6m*			9m	
All uses not covered elsewhere in this table	Balconies and windows to areas other than common circulation spaces windows to common circulation spaces	3m*			6m	9m
	Windows to common circulation spaces	3m*				

* Windows and balconies may be built to any site boundary adjacent to a Public Place up to the Street Frontage Height

10 | Built form massing – tapering and maximum dimensions

A lightness of form is important to the overall shape of a city. Buildings that are massive and bulky can create a feeling of oppressiveness, blocking sunlight and views.

Objectives

- Ensure that buildings are slimmest at their peaks, so that in the overall city form, buildings are perceived as less bulky

Actions

- 10.1 Ensure new development is consistent with provisions regulating maximum tower dimensions, street overhangs and building tapering

11 | Heritage

Central Sydney contains many very significant and unique buildings and areas significant not only locally but for the state and nation. The dispersed locations of heritage items throughout Central Sydney provides variety of height and character to the otherwise very high continuous street walls. The community places high value on these items and areas; planning controls have evolved that protect them.

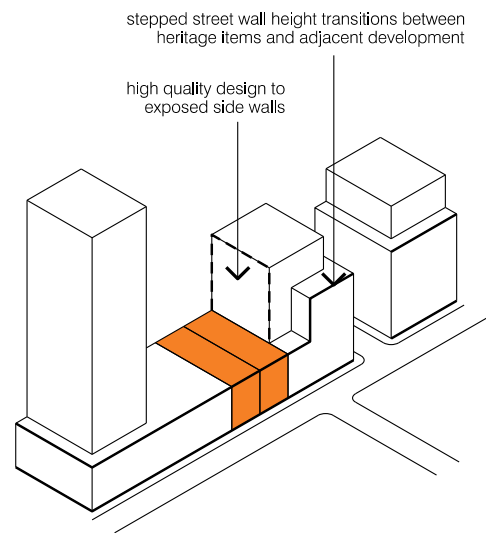
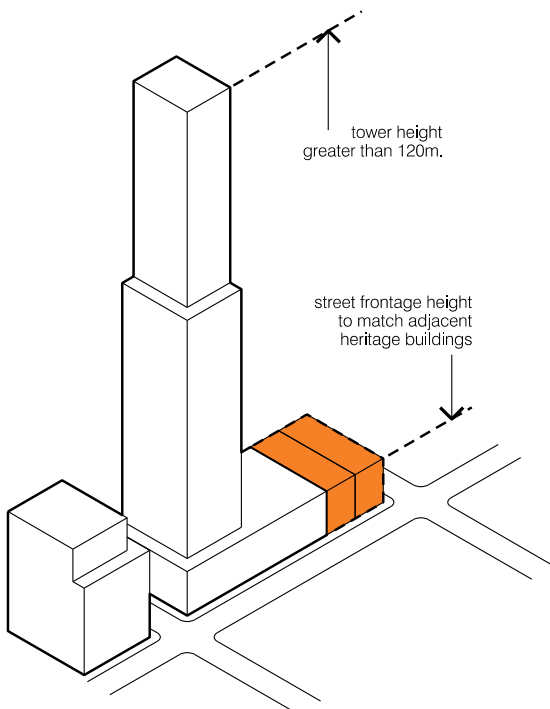
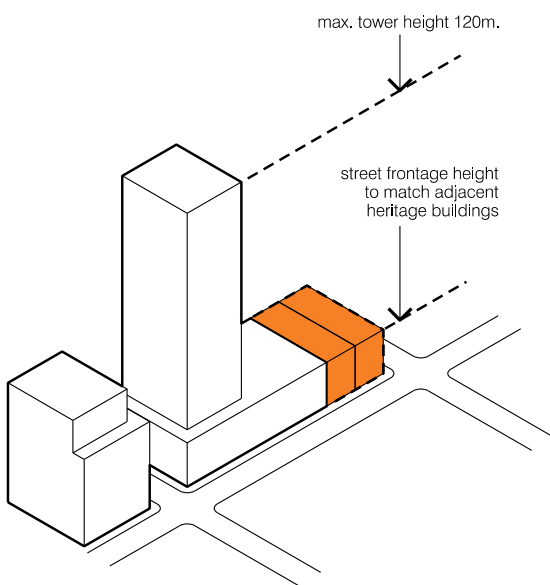
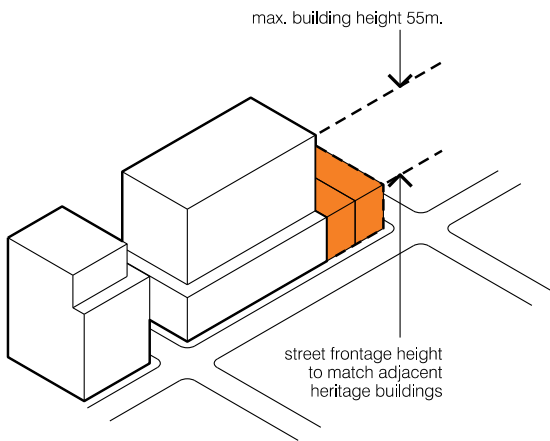
Heritage planning aims to ensure that significant elements of the past are appropriately managed and respected by new development. Heritage conservation does not preclude change but rather responds to constraints and opportunities offered by heritage buildings and areas. Changes should respect the heritage significance of the item or area, including associated settings, views and “fabric”, the physical material of a place including its surroundings and contents.

Objectives

- To ensure that heritage significance is considered for heritage items and development affecting archaeological sites and places of Aboriginal heritage significance, including associated fabric, settings and views
- To enhance the character and heritage significance of heritage items
- To ensure that new development is designed to respond positively to the heritage character of adjoining and nearby buildings and features of the public domain.
- To maintain the curtilage of heritage items and daylight to adjacent public places

Actions

- 11.1 Undertake a site-by-site analysis to determine whether to allow vertical additions to or development above each heritage item
- 11.2 Require careful consideration of heritage value before permitting vertical additions to or development above heritage items



12 | Special Character Areas

Central Sydney contains a number of areas with special and distinctive character that the community consider to be of significance and that are important to the identity and character of Central Sydney: these are called “Special Character Areas”.


These areas include a number of distinctive qualities: a character unmatched elsewhere in Central Sydney; a concentration of heritage items and streetscapes; high cultural significance and a focus on public life. In addition, they often include a highly distinctive element in the public domain or are centred around a significant park or other public space.

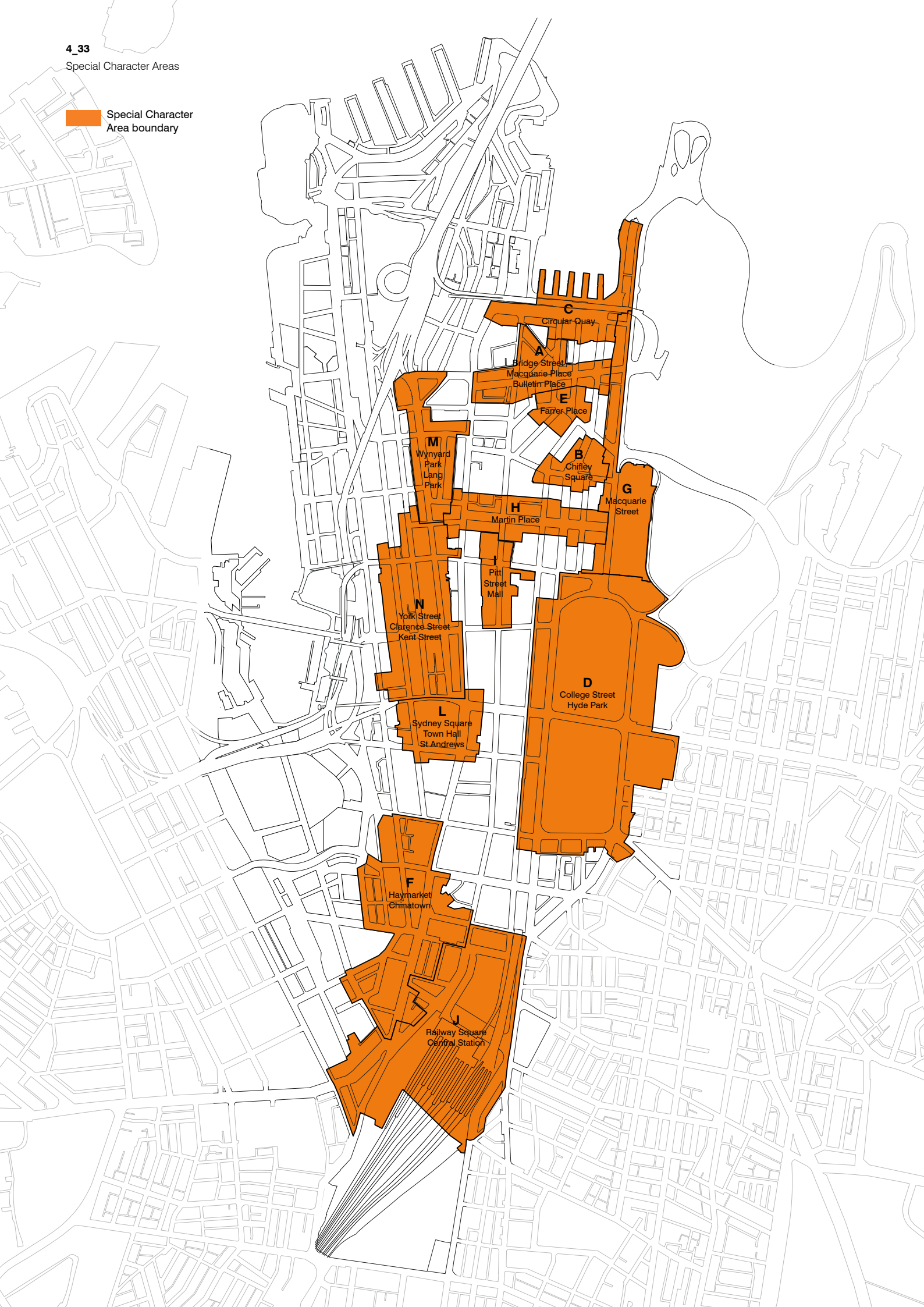
Objectives

- To retain and enhance the unique character of Special Character Areas
- To ensure development has regard to the fabric and character of Special Character Areas in scale, proportion, street alignment, materials and finishes
- To reinforce the distinctive attributes and qualities of buildings in Special Character Areas
- To conserve and protect heritage items and their settings
- To maintain a high level of sunlight and daylight access to streets, lanes, parks and other public domain spaces
- To conserve, maintain and enhance existing views and vistas to buildings and places of historic and aesthetic significance

Actions

- 12.1 Provide clear guidance about permissible heights and setbacks in Special Character Areas by way of detailed Special Character Area Maps
- 12.2 Provide clear guidance where higher heights will not be considered to preserve the character and significance of Special Character Areas
- 12.3 Clarify and update special character area street frontage height and street setback controls consistent with Appendix E – Special Character Areas

 Special Character
Area boundary



13 | Heritage floor space

A transferable heritage floor space scheme to encourage heritage conservation in Central Sydney has been in existence since 1971. It was originally conceived to enable the unrealised development potential of a heritage-listed building to be sold and used elsewhere in Central Sydney where a floor space bonus was available. The transfer is dependent on agreed conservation works being completed and a covenant or similar instrument being placed on the land title of the heritage building extinguishing its development potential.

Objectives

- To establish a framework for the transfer of development potential from the site of a heritage building to another site
- To provide an incentive for the conservation and ongoing maintenance of heritage buildings
- To ensure the operation of the Heritage Floor Space Scheme does not unreasonably delay the delivery of development
- To promote transparency of the Heritage Floor Space Scheme to provide certainty for proponents

Actions

- 13.1 Extend the Heritage Floor Space Scheme to expanded Central Sydney areas
- 13.2 Implement an Alternative Heritage Floor Space Allocation Scheme. At the election of the landowner and for a temporary period, allow Council to enter into agreements which may lead to the allocation of Heritage Floor Space being deferred to a specified time or, in the event that Heritage Floor Space cannot be obtained, replaced with an alternative arrangement of equal or greater heritage value
- 13.3 Ensure that the requirement to allocate Heritage Floor Space in respect to accommodation floor space applies only to development that has a building height greater than 55 metres
- 13.4 Consider the need to continue incentivising heritage conservation in Central Sydney
- 13.5 Investigate other means for encouraging and achieving heritage conservation.
- 13.6 Review the Heritage Floor Space Scheme including rates or awards, allocations and projected supply and demand
- 13.6 Consider expanding the transferable floor space scheme to other markets, including ecologically sustainable development upgrades for existing lower-grade office buildings

14 | Delivery of infrastructure and affordable housing

New workers, residents and visitors to Central Sydney will increase the demand for a range of infrastructure including transport, parks and squares, affordable housing, cultural facilities, and community and social support services, as well as essential services such as energy, telecommunications, waste and water.

Development contributions collected under Section 61 of the City of Sydney Act 1988 cannot fund all the infrastructure, so fresh approaches are needed to ensure the critical infrastructure needed to support growth in Central Sydney can be provided.

Objectives

- To ensure that as the number of new workers, residents and visitors in Central Sydney grows, the infrastructure required to support that growth is provided
- To identify funding streams and appropriate planning mechanisms for the delivery of infrastructure

Priority actions

- 14.1 Introduce an affordable housing contribution framework
- 14.2 Develop contributions framework for planning proposals that seek to increase floor space

Other actions

- 14.3 Develop a Central Sydney Infrastructure Plan in consultation with the community and with appropriate state government organisations. The Plan is to identify the need for infrastructure in Central Sydney so that it can inform future infrastructure planning
- 14.4 Review the Central Sydney Development Contributions Plan 2013 following the next census
- 14.5 Recognise affordable housing as part of the critical infrastructure that is needed to ensure the economic and socially sustainable growth of Central Sydney
- 14.6 Develop a policy framework for the public to share in the value created by changes to the planning controls as a means of providing the additional infrastructure needed to support the additional growth. Sharing in the value may be via dedicating land or floor space, for example for improved public domain, or via monetary contribution for the provision of infrastructure

15 | Pedestrians

Walking is a very important component of access and transport in Central Sydney. The Strategy encourages improving the pedestrian experience in relation to safety, flow, comfort and navigation.

Objectives

- To ensure pedestrian safety and comfort is provided throughout and into Central Sydney
- To ensure that walking is prioritised
- To increase the permeability of Central Sydney for pedestrians when travelling east–west with equitable and diverse paths of travel provided

Actions

- 15.1 Produce in partnership with the NSW Government, a pedestrian guidance for Central Sydney that includes Level of Service tools and guidelines for footpath widths, arrangement and design
- 15.2 Collect comprehensive pedestrian movement data and establish a predictive pedestrian model for Central Sydney
- 15.3 Redesign streets and intersections to minimise pedestrian movement restrictions
- 15.4 Improve the pedestrian routes to and from Central Sydney, in particular: through the Domain from Potts Point and along Oxford Street from the east; at the ends of the Pyrmont Bridge from the west, through and around Central Station from the south; and, from the Harbour Bridge in the north, consistent with the City's Walking and Action Plan and Livable Green Network Strategy
- 15.5 Identify street blocks where through-site links should be provided in order to increase the permeability of Central Sydney east–west
- 15.6 As the density of workers and residents in Central Sydney increases, improve the quantity and quality of pedestrian space, including: footpaths, pedestrian streets and squares
- 15.7 Increase comfort and level of service at intersections and reduce pedestrian wait times
- 15.8 Extend the coverage of awnings to provide pedestrian shelter from rain, sun and wind
- 15.9 Investigate extension of existing pedestrian streets, for example: Pitt Street between King and Hunter Streets and further extensions to the George Street pedestrian zone
- 15.10 Require consolidation and shared driveway access. Prohibit driveways on streets with intense pedestrian traffic, or where vehicle access will conflict with future public transport corridors
- 15.11 Investigate extending underground pedestrian networks associated with existing and new rail stations
- 15.12 Advocate for transport planning authorities to prioritise pedestrian safety and comfort in decision-making regarding Central Sydney

16 | Cycling

The Strategy promotes cycling within Central Sydney as a healthy and efficient form of transportation that is sustainable and safe. It aims, where possible, to make Central Sydney a more cyclist-friendly place.

Objectives

- To promote cycling as a safe and convenient transport choice in Central Sydney

Actions

- 16.1 Implement the Inner Sydney Regional Bike Plan – finish missing links to inner ring suburbs
- 16.2 Further encourage facilities for bicycle delivery services
- 16.3 Ensure end-of-trip facilities are available for all cyclists
- 16.4 Investigate the feasibility of public bike hire

17 | Public transportation

There are many important developments for Central Sydney relating to public transportation including the introduction of CBD, South East Light Rail and Sydney Metro. Supporting employment growth in Central Sydney will require enormous transformation of public transportation with an integrated approach that considers the use of bus, light rail and heavy and metro rail, how to get between stations, and connections and ensure safety for all users.

Objectives

- To support the improvement and growth of heavy and metro rail in Central Sydney
- To promote the efficient operation of surface public transport (bus and light rail)
- To improve modal interchange and co-locate them with public open space
- To increase safety for all users
- To extend the public transport network around Central Sydney
- To remove bus layovers from Central Sydney
- To reduce bus numbers in Central Sydney

Actions

- 17.1 Plan for and protect future routes for additional light rail services and combine these with future new pedestrian streets (for example, Elizabeth Street)
- 17.2 Advocate for further public transport connections to the Bays Precinct and areas not currently well served, including the areas north of Parramatta Road
- 17.3 Study long-term solutions that reorganise bus and light rail routes and stops to maximise their efficiency and increase safety while freeing street space for pedestrians. Minimise bus turning to promote safety and minimise layover to save space
- 17.4 Project future potential high-growth pedestrian areas using pedestrian movement data to inform priority projects and precincts
- 17.5 Investigate combining modal interchange with existing and new pedestrian squares. For example: investigate the repurposing the Cahill Expressway as a bus interchange; and, investigate making Park Street, at the new Town Hall Square, a bus-only street and interchange
- 17.6 Promote new stations in the less well-served southern part of Central Sydney
- 17.7 Promote bus/train interchange outside Central Sydney and advocate against projects that will increase bus numbers in Central Sydney

18 | Private motor vehicles

Private motor vehicles require more space to move less people than any other transport mode in Central Sydney. Their spatial inefficiency undermines the ability to promote the efficiency, comfort and safety of other modes of transportation.

Objectives

- To eliminate through traffic from Central Sydney
- To increase safety for the full range of users of the streets in Central Sydney
- To reallocate road space to higher capacity transport modes including walking
- To provide for taxis and other hire vehicles

Actions

- 18.1 Promote changes to the local street network and new connections within the arterial network to reduce and eventually eliminate through traffic from Central Sydney
- 18.2 Investigate weekly car free hours commencing with areas of highest pedestrian concentration, for example, throughout the shopping precinct during weekend afternoons in peak shopping seasons (i.e. sales and pre-Christmas rush times)
- 18.3 Advocate for cordon charging in Central Sydney or broader road pricing
- 18.4 Investigate progressive introduction of lower traffic speeds throughout Central Sydney to increase safety for all road users

19 | Loading and servicing

High-density land uses in Central Sydney generate significant demand for delivery and service vehicles, and their loading and servicing. At the same time, the location of site entries and driveways can have profound impacts on the functioning and character of Central Sydney. Careful management is needed to limit impacts on the traffic network, reduce demand on kerbside loading space and allow the efficient operation of surface public transport.

Objectives

- To ensure servicing and delivery is convenient while limiting its impacts on other users
- To improve the efficiency of parcel delivery, and reduce impacts on the street network

Actions

- 19.1 Develop incentives for a precinct-based approach to commercial vehicle management, including the use of innovative open-access loading docks or shared servicing facilities. These will be capable of accommodating demand from new developments, while also serving existing heritage sites and small sites which may not have on-site parking or loading
- 19.2 Create dedicated small delivery consolidation points or incentivise in development] to allow more "last-mile" parcel delivery to be achieved by foot, cargo cycle courier, or electric vehicle.
- 19.3 Encourage self-storage facilities, particularly in retail precincts, to reduce the need for multiple small consignments
- 19.4 Investigate loading on widened footpaths at low pedestrian volume periods, i.e. at night

20 | Car parking

Central Sydney now has approximately 50,000 off-street parking spaces, divided between resident parking, tenant parking and publicly accessible parking stations. As Central Sydney and its surrounds grow, the pressures increase of managing street space, including car parking.

Objectives

- To stabilise and eventually decrease parking supply in Central Sydney
- To minimise conflict with pedestrians by consolidating site access

Actions

- 20.1 Investigate planning and market mechanisms to limit total parking supply while facilitating the retirement and/or transfer of some existing parking supply to new development sites
- 20.2 Require consolidation and shared driveway access.
- 20.3 Prohibit driveways on streets with intense pedestrian traffic, or where vehicle access will conflict with future public transport corridors
- 20.4 Where significant access consolidation is proposed, consider innovative solutions, including the connection of basement levels beneath existing public streets

21 | Streets, lanes and footpaths

The physical environment of Central Sydney's streets makes an important contribution to Sydney's profile as a Global City. High-quality street design aligns with the strategy to attract high-productivity workers.

Public streets, laneways and footpaths provide permanent pedestrian and vehicle connections through the city at all hours. A hierarchy of streets and lanes articulate the urban grain, provide permeability of movement and define vistas and views within and beyond Central Sydney. In Sydney, the alignment of streets often expresses the topographic and landscape structure of the city.

Pedestrians should be offered opportunities to walk through the City at the ground level with comfort and ease to promote a lively and safe public domain.

Pedestrian and bike networks increase opportunities for people to move around, maintain or improve their health and reduce the environmental and economic impacts of congestion caused by private car use.

Pedestrian overpasses are discouraged because they enclose public space and block views along streets and reduce daylight. For these reasons, new pedestrian underpasses should not be considered.

Objectives

- To ensure the street environment of Central Sydney achieves excellence in design and amenity as appropriate for a Global City
- To maximise the efficiency of transport through the comprehensive, integrated design of streets
- To ensure that streets prioritise pedestrians, cycling and transit use
- To create new connections between streets
- To retain and enhance laneways
- To maximise street life
- To minimise obstructions to views and vistas along streets

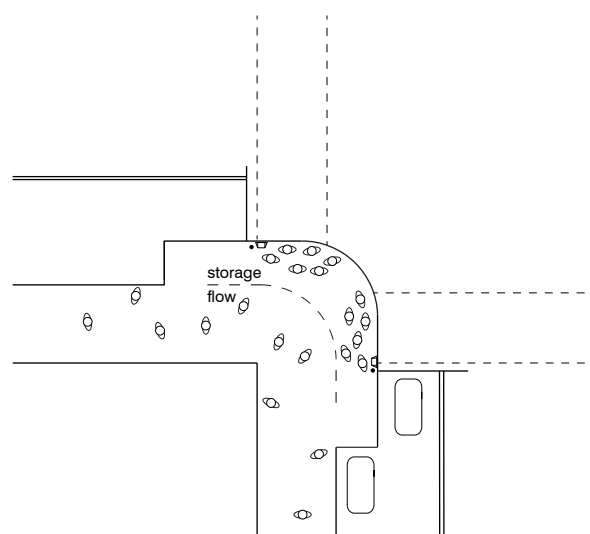
Actions

- 21.1 Redesign streets with high-quality finishes, furniture and fittings particularly focusing on the southern areas of Central Sydney
- 21.2 Research, understand and incorporate innovations in streets from elsewhere in the world
- 21.3 Plan for improved connections to the western waterfront with diverse, alternate and equitable paths of travel provided
- 21.4 Increase and improve tree planting
- 21.5 Declutter streets by removing unnecessary elements, like bollards, and by considering how necessary public elements in streets, such as public toilets, information kiosks and furniture storage, can be provided for on private land
- 21.6 Ensure private developments incorporate space at ground level for appropriate pedestrian circulation at entries, while ensuring active frontages

- 21.7 Improve wayfinding
- 21.8 Ensure clear footpath widths are maximised
- 21.9 Ensure streets are designed to include footpath extensions at intersections
- 21.10 Identify areas of high pedestrian activity where loading is to be provided on footpaths outside peak pedestrian periods during the week (e.g. Pitt Street)
- 21.11 Provide designs that naturally calm traffic speeds to a maximum of 30 kilometres per hour on local streets and 10 kilometres per hour on laneways
- 21.12 Retain existing public and private laneways
- 21.13 Prohibit bridges and projections other than awnings over streets and lanes which overshadow them or obstruct views
- 21.14 Ensure development adjacent to lanes:
 - Includes active uses at ground level to encourage pedestrian activity
 - Enhances pedestrian access and activity
 - Avoids bridges and projections over lanes which overshadow the lane, obstruct a view or vista or impede pedestrian activity at ground level
 - Provides access for service vehicles only as necessary and manages any conflict with pedestrian functions
- 21.15 Provide new underpasses to directly connect from adjacent streets to public transport and substantially improve pedestrian dispersal, safety and access

4_34

Footpath extensions at intersections



22 | Open space and public domain

Central Sydney is supported by an interconnected network of public places, including streets, lanes, parks, squares and plazas. Public space is critical to the public life of Central Sydney. At a basic level, a well-connected and high-quality network of public places is necessary for people to move around Central Sydney.

Central Sydney must provide a diversity of public places to suit diverse needs. In such a dense and constrained urban environment, streets and lanes are an important component of the public space network. They connect public spaces and, where vehicular access is managed, prioritise the needs of pedestrians.

Objectives

- To ensure that growth in Central Sydney is supported by a high-quality network of public places
- To connect people to a diversity of public open spaces
- To ensure the public domain promotes the public life of the City

Actions

22.1 Implement existing Public Domain Plans for Harbour Village North, City North and Chinatown

22.2 Develop a Consolidated Public Domain Strategy for Central Sydney that:

- Incorporates Precinct Public Domain Plans, and identified projects
- Includes Public Domain Plans for the Western Edge, Midtown and Southern precincts, addressing their specific issues and challenges
- Establishes a balanced provision of high-quality open space throughout Central Sydney, particularly addressing issues of provision, quality, connection and accessibility in the Western Edge, Midtown and Southern Precincts
- Ensures that the use of existing public open space in Central Sydney is maximised
- Further develops the George Street Pedestrian Spine and Three Squares concept, considering Martin Place and Wynyard as a possible additional significant cross-axis
- Incorporates future transport routes and interchanges
- Supports the growth of worker, resident and visitor numbers

22.3 Ensure development of new metro stations is tied to significant improvement of surrounding public places

22.4 Connect gaps in the network of open space that surrounds Central Sydney by delivering high-quality, green and pedestrian priority links at the south between Darling Harbour, Railway Square and Belmore Park via Quay Street and Hay Street; and improved connection between the Ultimo Pedestrian Network and Railway Square

22.5 Investigate and identify opportunities to improve connectivity to the existing ring of open space surrounding Central Sydney, particularly in the Western Edge, Southern and Midtown Precincts by:

- Strengthening existing connections to open space, addressing issues of legibility, quality and ease of access
- Providing through-site links within significant new development in the Western Edge Precinct, particularly on street blocks between Clarence and Sussex Streets, where the grade is most difficult, and between Erskine and Bathurst Streets, where at grade connections are not currently possible

22.6 Address the undersupply of public space in Central Sydney by:

- Progressing development of a future Town Hall Square
- Extending the pedestrianisation of George Street to Railway Square

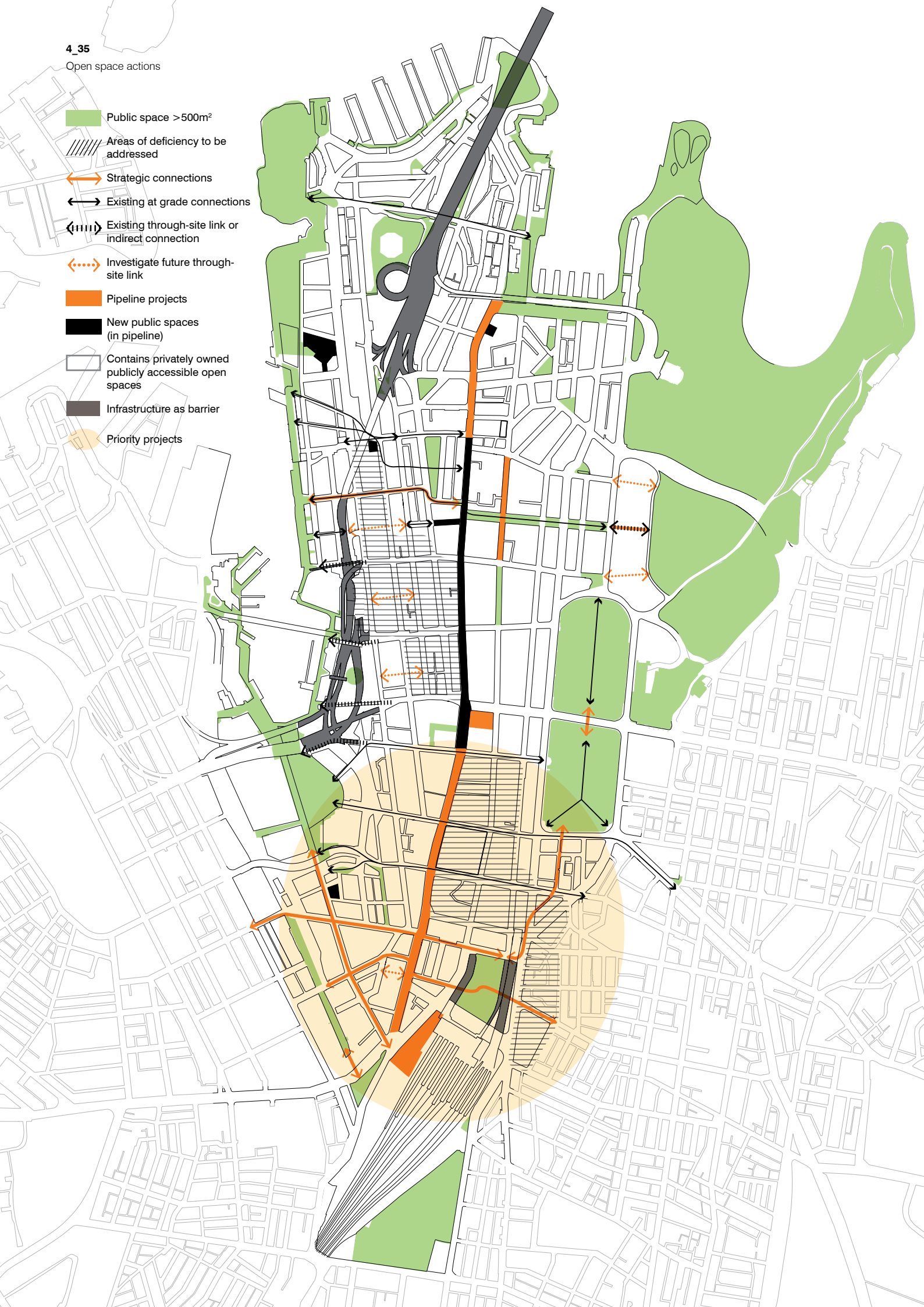
22.7 Identifying opportunities to provide new and additional public open space through significant new development, particularly in the Western Edge, Southern and Midtown Precincts

22.8 Improve the quality and accessibility of existing significant open spaces to provide a higher intensity of use:

- In all open spaces: Consider additional seating to support increased visitation
- In Hyde Park: Investigate a pedestrian connection over Park Street to unite the two halves of the park and provide better pedestrian connectivity through Hyde Park between the north and south precincts
- In Belmore Park: Investigate opportunities for better connections to surrounding development, and consider improvements to support increasing intensity of use
- On Observatory Hill: Improve access and consider the impacts of likely higher usage by the area's increased worker and resident populations

22.9 Manage the impact of digital and illuminated signage on the public domain

- Public space >500m²
- Areas of deficiency to be addressed
- Strategic connections
- Existing at grade connections
- Existing through-site link or indirect connection
- Investigate future through-site link
- Pipeline projects
- New public spaces (in pipeline)
- Contains privately owned publicly accessible open spaces
- Infrastructure as barrier
- Priority projects



23 | Ground-level frontages

Active ground-level frontages are attractive, create life at street level and provide important services that help local employers attract the best employees. Central Sydney's specialised retail, food and beverage, entertainment and general services are a key factor in ensuring its attractiveness as a premier place to work. Maintaining and increasing the provision of these facilities is a key component of the Strategy to maintain the attractiveness of Central Sydney as the most prestigious employment location in Australia.

The public domain and pedestrian environment should be characterised by excellence in design, high-quality materials and well-integrated public art. A diverse range of activities should be provided at street level to reinforce the vitality and liveliness of the public domain that attract different people at different times of the day and provide services at all hours.

Active frontages to streets are encouraged so activities within buildings can positively contribute to the public domain. Such uses include retail, customer service areas, cafes and restaurants, building entries, active private open spaces and other uses that involve pedestrian interest and interaction. Outdoor dining areas may also contribute to active street frontages in appropriate circumstances.

Objectives

- To provide a diversity of tenancies that support the social, cultural, economic and lifestyle services that provide for the day-to-day needs of Central Sydney's workforce, visitors and the wider community
- To maximise the number of retail, entertainment, and food and beverage tenancies at ground level fronting streets and lanes
- To promote continuous fine-grain frontages to all streets in Central Sydney
- To ensure that tenancies contribute to activity, safety and the amenity of public places
- To minimise the impact of inactive frontages created by building services, vehicular entries, collonades, building setbacks, and the like
- To ensure overly large building foyers do not diminish opportunities for retail tenancies
- To provide very high-quality architecture in terms of scale, finishes and architectural character and materials at ground level
- To contribute to footpath space in areas of pedestrian crowding, particularly at intersections
- To provide weather protection to adjacent footpaths with awnings
- To provide through-block arcades and links in long blocks
- To accommodate access to underground stations and other services, such as toilets, storerooms and kiosks, that support activity in the public domain
- To minimise and ameliorate the effect of blank walls (with no windows or entrances) at ground level

Actions

- 23.1 Incorporate detailed planning provisions in the Sydney Development Control Plan that will ensure high-quality ground-level design outcomes in Central Sydney:
- 23.2 Ground-level tenancies are to contribute to the liveliness and vitality of streets by:
 - Maximising entries to shops and/or food and drink premises or other uses, customer service areas and activities which provide pedestrian interest and interaction
 - Minimising blank walls with no windows or doors.
 - Minimising building services including substations, fire services, fire escapes, service doors, plant and equipment hatches
 - Providing elements of visual interest, such as display cases, or creative use of materials where fire escapes, service doors and equipment hatches cannot be avoided
 - Providing, for a minimum of 70 per cent of the ground-floor frontage of each tenancy, display windows as transparent glazing with unobstructed views from the adjacent footpath to a depth of at least 6 metres within the building
 - Requiring the ground-floor level to be at the same level as the footpath
 - Screening car parking areas with active uses to a minimum depth of 6 metres from any facade visible to the street or public domain
 - Providing three floors of retail (basement, ground and first floor) in the blocks bounded by George, Market, King and Castlereagh Streets
- 23.3 Require development to maximise the provision of the number of tenancies and total floor space of retail, service and food and beverage tenancies at every frontage to a public place with zero setback
- 23.4 Active frontages include retail, food and beverage, entertainment and walk-in service tenancies
- 23.5 Limit the maximum size of foyers as a proportion of each development frontage are limited. Large foyers are encouraged to be located away from corners and above street level
- 23.6 Require through-site links on any site with frontages to more than one public place, each greater than 35 metres wide. The link must be:
 - Between 3 metres and 6 metres in width
 - Fronted at ground level by active uses and not include any steps
 - Open at each end, connecting street to street with a clear line of sight between entrances
 - Publicly accessible from 6am to 10pm each day
 - Provided with escalators where there are level changes between streets

- 23.7** Vehicular access to is to be:
- Restricted in places of current and future projected high pedestrian activity identified on the Pedestrian Priority map
 - Restricted on sites smaller than 1,000 square metres
 - Flush with the pavement on the footpath
 - The width of a single vehicle crossing with a maximum width of 3.6 metres over the footpath, and perpendicular to the kerb alignment
 - Shared or amalgamated between adjoining developments
 - Combine with service vehicle and parking access

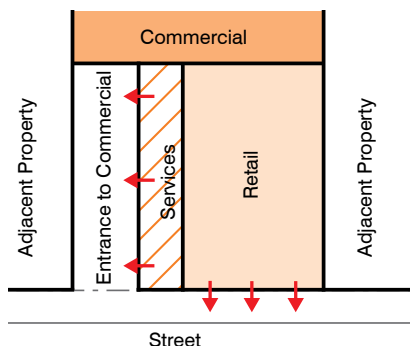
23.8 Encourage building services, vehicular access and loading to be provided on new lanes or covered lane like shared zone areas and require building services to be provided above or below ground level where possible (e.g. substations)

23.9 Require setbacks at ground level at intersections to create more than 5 metres of footpath space measured from the kerb to a distance of at least 10 metres using chamfers, where adjacent footpaths are crowded or projected to become crowded

23.10 Require ground-level architecture to be designed with significant detail, at a fine scale with skilled craft and workmanship of high-quality material

23.11 Develop a required through-site links map, focusing on areas near stations to allow efficient dispersal of pedestrians

4_36
Services located away from public domain frontage



4_37

Active frontage requirements

Requirement	Frontage	
	Retail core/key pedestrian routes	Other frontages
Minimum active public place frontage (per street frontage)	5m or 80% of each frontage (whichever is greater)	5m or 70% of each frontage (whichever is greater)
Minimum preferred "grain" of retail, food & beverage and service tenancies	15-20 separate tenancy entries per 100m	10-20 separate tenancy entries per 100m
Preferred maximum average ground floor tenancy width	6m	10m
Minimum proportion of retail floor space provided as small tenancies (less than 100m ²)	20%	30%
Awnings	Fixed	Fixed or retractable

4_38

Active frontage requirements

Requirement	Frontage	
	Retail core/key pedestrian routes	Other frontages
Maximum foyer width as a proportion of each street frontage (including internal cafes etc.)	10m or 30% (whichever is lesser to a minimum of 4m)	12.5m or 40% (whichever is lesser to a minimum of 5m)
Maximum foyer height	Equal to width	Equal to width

24 | Awnings and colonnades

Awnings are important for the amenity and attractiveness of streets and provide critical protection from the weather for pedestrians. Appropriately designed awnings create attractive pedestrian environments, allow daylight to the footpath and ensure clear visibility on the street. Colonnades are generally not appropriate because they block the views of retail spaces and separate the street from shopfronts.

Objectives

- To encourage footpath awnings that will enhance pedestrian amenity and provide weather protection
- To discourage colonnades

Actions

- 24.1 Review incentives for infilling of existing colonnades
- 24.2 Require provision of awnings that provide sun and rain protection to footpaths
- 24.3 Develop a City of Sydney standard smart-glazed awning that lets daylight through to the footpath for the majority of the year and that can turn opaque to block sun in periods of intense direct sun in summer
- 24.4 Develop standards for colonnades
- 24.5 Ensure awnings are provided to all developments that are:
 - Continuous across all frontages of the property to public places
 - Between 3.2 metres and 4.2 metres above the footpath
 - Generally at least 3.6 metres deep

And that they:

- Maximise weather protection and daylight to the footpath
- Retain any heritage-significant fabric
- Utilise the City of Sydney standard glazed awning detail

25 | Public art

Public art is a defining quality of dynamic, interesting and successful cities. Well-integrated ecologically sustainable public art is encouraged in new development. Developers, architects, landscape architects and artists should be involved in producing public artworks.

Objectives

- To increase the number of public artworks
- To ensure that public art is integrated with new development

Actions

- 25.1 Support the continued application of the City of Sydney's existing Public Art Policy by developing a rate for contribution to public art linked to capital investment value, generally in the order of 1 per cent for moderate-sized projects sliding to 0.5 per cent for very large projects

26 | Energy and water efficiency

The Strategy is in alignment with and seeks to support the City's other sustainability strategies including the Climate Adaption Strategy, the Residential Apartments Sustainability Plan and the Energy Efficiency Master Plan.

Objectives

- To improve the energy efficiency of buildings by reducing energy intensity per square metre
- To move towards a zero-net carbon precinct
- To reduce potable water consumption through water efficiency and connection to recycled water
- To assist in reducing future infrastructure costs

Priority action

- 26.1 Require all new tower development to meet BASIX+ targets and minimum 5 star NABERS ratings

Actions

- 26.2 Use the City of Sydney's strategic partnerships to advocate for higher energy targets in BASIX and the energy efficiency provisions in the National Construction Code
- 26.3 Achieve best-practice energy intensity targets in new buildings and major refurbishments
- 26.4 Ensure major new development areas commit to be zero-net energy or climate-positive
- 26.5 Ensure buildings are designed to achieve the highest possible thermal comfort levels and performance criteria through passive means to avoid artificial energy demand and consumption
- 26.6 Ensure mechanical heating and cooling services are avoided or where applied use best-in-class energy-efficient technologies
- 26.7 Ensure individual buildings and large-scale developments are designed to maximise the generation and use of local renewable energy
- 26.8 Investigate City of Sydney provision of zero or low-carbon precinct-scale services where demonstrated to be most efficient and feasible
- 26.9 Specify optimal lighting levels in buildings and the public domain and use the most energy-efficient technologies
- 26.10 Ensure all new major developments include the capacity to generate 10 per cent of their total energy onsite using renewable energy sources
- 26.11 Require best-practice water efficiency design, for example efficient fixtures and fittings, and dual-plumbing to enable connection to recycled water
- 26.12 Ensure precincts are designed for the collection, treatment and reuse of locally generated wastewater, stormwater and rainwater for non-potable use including toilet flushing, laundry, cooling and irrigation
- 26.13 Maintain green space using locally sourced, independent water supplies

27 | Wind

The wind environment is a major determinant of amenity in public places. Tall buildings can create or exacerbate windy conditions in built-up areas. Very tall buildings can have a significant effect on the wind environment at street level.

Buildings must be designed to mitigate unsafe and uncomfortable wind effects on public places and should create comfortable and pleasant conditions through design skill.

Generally, the provision of a reasonably sized podium will mitigate the greatest wind effects from tall buildings. Provision of podia is particularly important at the exposed edges of the city where wind speeds are highest and buildings are not shielded by neighbouring buildings.

Movement of air disperses pollutants. Creating space between towers and minimising the height and length of urban canyons created by tall buildings is important to ensuring reasonable air quality at street level.

Objectives

- To ensure streets and public places have wind conditions that are safe and comfortable for walking and sitting
- To ensure new developments mitigate wind effects
- To ensure that wind speeds in public places do not create unsafe conditions
- To ensure air quality does not exceed environmental and health standards
- To provide wind climate data that can be applied consistently to new developments

Actions

- 27.1 Incorporate detailed wind provisions and standards for safety and comfort into Central Sydney planning controls based on wind speed and frequency:
- Define the mandatory Wind Safety Standard as an annual maximum peak 0.5 second gust wind speed in one hour measured between 6am and 10pm Eastern Standard Time (EST) of 24 metres per second
 - Define the mandatory Wind Comfort Standard for Walking as an hourly mean wind speed, or gust equivalent mean wind speed, whichever is greater for each wind direction, for no more than 292 hours per annum measured between 6am and 10pm EST (i.e. 5 per cent of those hours) of 8 metres per second
 - Define the mandatory Wind Comfort Standard for Sitting in Parks as an hourly mean wind speed, or gust equivalent mean wind speed, whichever is greater for each wind direction, for no more than 292 hours per annum measured between 6am and 10pm EST of 4 metres per second and applies to parks protected by Sun Access Planes and/or No Additional Overshadowing Controls

- Define the desirable Wind Comfort Standards for Sitting and Standing as an hourly mean wind speed, or gust equivalent mean wind speed, whichever is greater for each wind direction, for no more than 292 hours per annum measured between 6am and 10pm EST of:

- 4 metres per second for sitting
- 6 metres per second for standing

27.2 Consider introducing four perimeter wind monitors around Central Sydney to establish common wind climate data

27.3 Review and update wind environment data every five years

28 | Apartment amenity in Central Sydney

The Strategy supports high levels of amenity in apartments, as specified in the NSW Government's SEPP 65 and Apartment Design Guide (ADG). The Strategy recognises that the maintenance of sunlight access to residential apartments should not unduly restrict the economic performance and growth of Central Sydney.

In Central Sydney's dynamic development environment, residential and commercial buildings will inevitably be located in close proximity. Residential buildings can place significant constraints on the development of new employment floor space, particularly if they are to retain sunlight access and privacy.

To ensure opportunities for Central Sydney's growth as an employment hub (and to balance this with adequate future amenity for residents), new residential building assessments should assume that nearby sites that may impact on their amenity have already been developed to their full development potential and height. This allows for a comprehensive assessment of impacts, and limits the potential degradation of sunlight and privacy to new buildings in the future.

Objectives

- To ensure all new residential buildings meet minimum amenity provisions consistent with SEPP 65 and the Apartment Design Guide based on potential future built out context under Sydney LEP 2012
- To ensure robust assessment of sunlight access to new residential buildings
- To ensure the development of new commercial buildings is not unreasonably impeded by existing residential buildings

Actions

- 28.1 Test compliance with the Solar Access Design Criteria of the ADG in the current context and Central Sydney's assumed probable future context that contains the maximum possible commercial development on sites that may overshadow the development in the future
- 28.2 Ensure residential development does not restrict new commercial development

29 | Planning governance

The role of planning is to ensure that the sum of development activity achieves government strategic policy directions. For investment in development to operate efficiently, the planning system must provide high levels of certainty. For the public to have confidence in the planning system, development must be of very high quality and provide public benefit and manage public costs.

For the planning system in Central Sydney to deliver quality, consistency and confidence, it must be unified. The present division of responsibility between the NSW Government and the City undermines both business and community confidence that outcomes will exhibit both quality and consistency. Additionally, where decision-making is not holistic, choices may be made that are inconsistent with overall strategic directions.

Objectives

- To ensure the planning system creates high levels of certainty to allow economic growth through investment
- To grow confidence in the planning system through clear, consistent and predictable decision-making resulting in high-quality urban outcomes
- To unify planning and consent functions and pathways under the Central Sydney Planning Committee to avoid inconsistent decision making undermining confidence in the planning system
- To ensure the planning and consent authority has sufficient capability to deliver quality planning services in a timely manner
- To coordinate state and local government planning in Central Sydney
- To coordinate transport infrastructure planning with land use planning

Actions

- 29.1 Increase public confidence in local planning decisions by working with the NSW Government to revise state-significant cost thresholds and to transfer land back to the City of Sydney
- 29.2 Ensure the Central Sydney planning framework is clear and is applied consistently
- 29.3 Ensure planning services for development in Central Sydney are well resourced to ensure quality and timely plan making and assessment functions
- 29.4 Work with Transport for NSW (and subsidiary agencies) to improve efficient transport access to and within Central Sydney
- 29.5 Work with the NSW Government to fully implement the Strategy within the Sydney LEP

Resources

Research and Evidence

The Central Sydney Planning Strategy was prepared using data, research and reports from a number of sources that provide the evidence base for the Strategy and have informed its development.

AEC, 2015 and 2016, Central Sydney Planning Review: Land Economics Advice, Stage 1 and 2

ATKearney, 2015, Global Cities 2012: The Race Accelerates

Austrade, 2014, State tourism forecasts (regional forecasts) by Tourism Research Australia, Canberra

Australian Bureau of Statistic, 2011, Census of Population and Housing

Australian Housing and Urban Research Institute (AUHRI), 2015, Housing affordability, central city economic productivity and the lower income labour market

BIS Shrapnel, 2013, Central Sydney Office Tenant and Investor Study

BIS Shrapnel, 2014, the Role of State Government in Facilitating Office Development in Sydney and Western Sydney

BIS Shrapnel, 2015, Forecasting the Distribution of Stand-Alone Office Employment within Sydney to 2035

Boston Consulting Group, 2014, Decoding Global Talent

Burgmann, M., Burgmann, V., 1998, Green Bans, Red Bans: Environmental Activism and the New South Wales Builders Labourer's Federation. UNSW Press, Sydney

City of Sydney, 1971, City of Sydney Strategic Plan

City of Sydney, 1994, Living City: Sydney City Council's Blueprint for Sydney

City of Sydney, 2006, Sustainable Sydney 2030

City of Sydney, 2012, Connecting Our City: Transport Strategies

City of Sydney, 2012, Floor Space and Employment Survey

City of Sydney, 2013, Commercial Monitor

City of Sydney, 2013, Creative City: Cultural Policy Discussion Paper

City of Sydney, 2013, Economic Development Strategy

City of Sydney, 2013, Urban Forest Strategy

City of Sydney, 2014, Economic Development Strategy: Sydney's Economy, global city, local action

City of Sydney, 2014, Urban Ecology Strategic Action Plan

City of Sydney, 2014, Walking Strategy and Action Plan

City of Sydney, 2015, Central to Eveleigh Transformation Strategy, Submission to Urban Growth NSW

City of Sydney, 2015, Energy Efficiency Master Plan: Improving Energy Productivity

City of Sydney, 2015, Fit for the future, Submission to IPART

City of Sydney, 2015, George Street 2020: A Public Domain Activation Strategy

City of Sydney, 2015, Housing Issues Paper

City of Sydney, 2015, Residential Monitor

City of Sydney, 2015, Tech-Startups Action Plan

City of Sydney, 2015, The Bays Precinct: Transforming City Living Discussion Paper, Submission to Urban Growth NSW

City of Sydney, 2015, Visitor Accommodation Action Plan

Colliers International, 2014, Sydney Office Market Research Report

Colliers International, 2015, CBD Office Research and forecast report

Conde Naste Traveller, 2015 and 2014, Top 25 Cities in the World to Visit

Cushman and Wakefield, 2015, Asian focus to improve CBD livability: Sydney CBD Retail

Deloitte Access Economics for City of Sydney, 2013, International Education Action Plan

Deloitte Access Economics for Sydney Airport Corporation Limited, 2013, The economic value of Sydney Airport

Deloitte Access Economics, 2012, The City of Sydney economy in 2030: A foresighting study

Department of Planning and City of Sydney, 1988, Central Sydney Strategy

Financial Centres Futures, 2015 and 2014, Global Financial Centre Index

- Gehl Architects, 2007, Public Spaces/Public Life Study: Sydney
- Gehl Architects, 2014, Benchmarking Study: George Street, Sydney, Data Collection
- Hu, Richard., 2012, Shaping a global Sydney: the City of Sydney's planning transformation in the 1980s and 1990s, *Planning Perspectives*, 27:3, 347-368
- ID Consulting for City of Sydney, 2013, Population Forecasts
- JLL, 2014, Sydney Hotels Supply and Demand Study
- Kelly, J-F., Donegan, P., Chisholm, C., Oberklaid, M., 2014, Mapping Australia's Economy: Cities as engines of prosperity, Grattan Institute
- Loughborough University – United Kingdom, 2008, Globalization and World Cities Project
- Monocle, 2015 and 2014, Most Livable Cities Index
- NSW 2021, the NSW Governments State Plan
- NSW Bureau of Transport Statistics, accessed 2015, Population and Employment Travel Zone Forecasts
- NSW Government, 2013, Sydney City Centre Access Strategy
- NSW Government, Department of Planning and Environment, 2014, A Plan for Growing Sydney
- NSW Planning and Environment, 2016, Central District Demographic & Economic Characteristics
- Pricewaterhouse Coopers, 2014 and 2013, Cities of Opportunity
- PricewaterhouseCoopers, 2014, A Granular View of Australia's Economy: The Implications for Our Cities and Transport Investment
- PricewaterhouseCoopers, 2014, Australia Uncovered: A new lens for understanding our evolving economy
- PricewaterhouseCoopers, 2015, GEM
- Punter, J., 2004, from the ill-mannered to the iconic: Design regulation in Central Sydney 1947–2002, *Town Planning Review*, 75(3), 405–445
- Punter, J., 2005, Urban design in Central Sydney 1945-2002: laissez faire and discretionary traditions in the accidental city, *Progress in Planning* 63 (2005) 11–160
- QS Top Universities, 2015 and 2014, Best Student Cities
- Reputation Institute, 2015 and 2014, City Rep Trak: The World's Most Reputable Cities
- SGS Economics and Planning for the City of Sydney, 2014, Best Practice Urban Renewal
- SGS Economics and Planning, 2012, Planning Directions for Metropolitan Sydney
- SGS Economics and Planning, 2012, Productivity and Agglomeration Benefits in Australian Capital Cities
- SGS Economics and Planning, 2015, Central Sydney Planning Review: Transport and Land Use Capacity Analysis
- SGS Economics and Planning, 2015, Central to Eveleigh Urban Transformation and Transport Program: An Economic Analysis
- SGS Economics and Planning, 2016, Central District Local Planning Summaries
- SGS Economics and Planning, 2016, Employment Centres Analysis
- Six Degrees Pty Ltd, 2008, The Fine Grain: Revitalising Sydney's Lanes
- Sydney Airport, 2015, Prescribed Airspace for Sydney Airport, including: Obstacle Limitation Surface, PANS-OPS, Navigational Aids, HIAL Light Plane Protection Surfaces, Radar Lowest Sector Altitude (RLSALT) Surfaces, Omni Directional Departure Critical Assessment Surfaces and PAPI Light Plane Protection Surfaces
- Thalis, P. and Cantrill, P.J., 2013, Public Sydney
- The City of New York, accessed 2015 and 2016, Zoning resolutions: special purpose districts
- The Mori Memorial Foundation Institute for Urban Strategies, 2015 and 2014, Global Power City Index
- TransGrid, 2014, Powering Sydney's Future: Interim Engagement and Feedback Report
- Twothinknow Global Innovative Agency, 2014 and 2013, Innovations Cities Index
- Wood, G., 2013 (updated 2015), Wind Assessment for City of Sydney

Core project team

Tim Wise

Jesse McNicoll

Amy Bendall

Monica Desanti

Nick Knezevic

Gabriela Fernandez

George Politis

Tamara Bruckshaw

Strategic Planning and Urban Design Unit management

Andrew Thomas, Executive Manager

Sally Peters, Manager Central Sydney Planning

Expert input

Anthony Mifsud

Ben Pechey

Claudine Loffi

David Eckstein

Glenda Goldberg

Hannah Bolitho

Hui Wang

John Passaretti

Karen Wang

Ken Baird

Jeff Cooke

Louie Trajcevski

Marc Werner

Margaret Desgrand

Nik Midlam

Paul Manning

Peter John Cantrill

Phillip Raskall

Pinar Cabadag

Pranita Shrestha

Richard Allen

Salina Davies

Steve Hillier

